

SR-12 ENVIRONMENTAL ASSESSMENT

GENERAL COMMENT FORM

We are interested in your thoughts about the SR-12 Environmental Assessment from Boulder to Escalante. Please take a few moments to answer the following questions.

In which community do you: (Please mark all that apply)	Live / Own Property?	Work?
Escalante	<input type="checkbox"/>	<input type="checkbox"/>
Boulder	<input type="checkbox"/>	<input type="checkbox"/>
Henrieville	<input type="checkbox"/>	<input type="checkbox"/>
Cannonville	<input type="checkbox"/>	<input type="checkbox"/>
Tropic	<input type="checkbox"/>	<input type="checkbox"/>
Bryce	<input type="checkbox"/>	<input type="checkbox"/>
Panguitch	<input type="checkbox"/>	<input type="checkbox"/>
Torrey	<input type="checkbox"/>	<input type="checkbox"/>
Other_____		

How would you describe yourself?

- ☐ Resident
- ☐ Rancher/Farmer
- ☐ Commuter
- ☐ Community Member
- ☐ Local Government Representative
- ☐ Business Owner
- ☐ Organization or Group Representative
- ☐ Recreationalist
- ☐ Other_____

How do you travel along SR-12? (Mark all that apply)

- ☐ Passenger Vehicle
- ☐ Bus
- ☐ Truck
- ☐ RV / Motorhome
- ☐ Agricultural Vehicles (Equipment)
- ☐ Bicycle
- ☐ Pedestrian
- ☐ Other _____

What resources are most important to you along SR-12? (Mark all that apply)

- ☐ Wetlands
- ☐ Water Quality
- ☐ Vegetation
- ☐ Fish and Wildlife
- ☐ Threatened or Endangered Species
- ☐ Visual Resources
- ☐ Cultural Resources
- ☐ Other (please explain)_____

How would you describe your experience traveling on SR-12?

What concerns, if any, do you have regarding SR-12? (i.e. safety, maintenance, visual, road conditions, signage) Please explain and provide as much detail as possible including locations.

What are your ideas for possible solutions on SR-12?

Have you been involved in the previous SR-12 studies?

- ☐ Yes
- ☐ No

If you would like to be on the mailing list,
please provide your contact information.

Name: _____ Representing: _____

Address: _____ Phone: _____

City/ZIP: _____ Email: _____

For more information, please contact:

Kim Clark, P.E.
H. W. Lochner
Phone: (801) 262-8700 or Fax: (801) 262-8885

Thank you for your comments.

Place
stamp
here

H. W. Lochner, Inc.
Attn: Kim Clark
310 East 4500 South, Suite 600
Murray, Utah 84107

Please tri-fold before mailing

SR-12 Environmental Assessment

ESCALANTE TO BOULDER

Project Information

Over the years, SR-12 has been the subject of several corridor studies conducted by the Utah Department of Transportation (UDOT) and the Five County Association of Governments. UDOT and the Federal Highway Administration (FHWA) are now focusing on a 28-mile section of SR-12 (milepost 60 to milepost 88) between Escalante and Boulder. The goals of this environmental assessment are to:

- Balance the needs of the different modes of transportation on SR-12
- Provide for safety needs while preserving human and natural resources
- Define solutions that are consistent with the natural environment

Over the next three years an environmental assessment for safety improvements will be prepared for this section of SR-12.

It is important to involve the community, the users of the corridor, as well as other interested parties in this study. We therefore invite and welcome any comments or concerns you may have. Please take a moment to fill out this comment form so we can have a better understanding of what is most important to you.

For more information or to express your ideas about the SR-12 Environmental Assessment, please visit our web site at www.udot.utah.gov/sr-12 or contact the SR-12 Team at 801-262-8700.



Summary of Public Comments

September 2004
to
February 2005

Summary of Comments from Boulder

Total comment forms received: 25

Number of **Residents:** 21
Rancher/Farmers: 7
Commuters: 1
Community Members: 13
Local Government Representatives: 1
Business Owners: 7
Organization or Group Representatives: 2
Recreationalists: 6
Other: 1 – School bus driver
 3 – Student
 1 – Landscape architect

Number of: **Passenger Vehicles:** 24
Buses: 6
Trucks: 11
RV/Motorhome:
Agricultural Vehicles:
Bicycles: 4
Pedestrians: 6
Other: 2 – Horse
 1 – Heavy Equipment

Most important resources:

Wetlands: 11
Water Quality: 15
Vegetation: 15
Fish and Wildlife: 14
Threatened and Endangered Species: 13
Visual Resources: 21
Cultural Resources: 14
Other: 1 – Remove junkyard and abandoned house near RP 88
Other: 1 – Preserve the sight, sound and smell of the area
Other: 7 – Safety
Other: 1 – Cows
Other: 3 – Nighttime light pollution
Other: 1 – A safe road
Other: 1 – Wilderness and noise

Written comments regarding experience traveling SR-12:

Exciting
Excellent, perfect from RP 88 to Torrey but from RP 88 to Escalante the road needs to be resurfaced
Great during winter due to the lack of tourist traffic
Scenic, beautiful – with a few exceptions such as abandoned property
A unique road that should remain as is
A pleasant and relaxing drive except when behind a slow moving truck or RV
It's remote, beautiful, and not typical
The most beautiful over and over again
Very pleasant
Some of the planets most beautiful scenery
One of a kind, magnificent
It's breathtaking
Awe-inspiring
It's the most beautiful road in all the land

Beautiful

Rode a school bus on it for six years when it was still a one-lane dirt road and have driven the school bus for 30 years

Great in the winter – in the summer the traffic is really heavy for the size of road

Love every inch of the road

Travel two times a day to get to and from school – sometimes four times

Very good with no problems with traffic, safety, or large vehicles

There is very little or no problems with bicycles – if bicycle paths are built, then bicyclists will come and then there will be a problem

Most colorful and scenic drive in the world

Awesome – almost a spiritual experience, especially Boulder to the overlook

Dangerous when tourists stop in the middle of the highway when overawed by the view

Written comments regarding concerns on SR-12:

Visual

Road Conditions

RV Congestion – can't pass them, can't see around them, they don't go the speed limit, they block views, take up too much parking space when they do pull out, excessive asphalt maintenance is needed where they pull over

Barriers – safety barriers are ugly, visually obstructive and totally ineffectual, the barriers above Calf Creek are totally useless and they obstruct a stunning view of the canyon, plus they give a false sense of security

Safety – slow moving tourists not looking at the road

Too much traffic if the road is improved

Not enough turnouts on uphill sections

Concern that widening the highway will only invite more tour buses and large RVs

Safety will be reduced with an influx of large vehicles – do nothing to encourage more oversized traffic

Improvements that will change the visual experience drastically would not be good

Safety is an issue but not primary - people tend to be more cautious on this stretch as it requires a bit more attention

Any visual improvements need to be aesthetic

The speed limit through Boulder is way too fast and there are no sidewalks

Concerns about the impact of construction on the landscape and environment

Stay as is – no guard rails, no lights

Bicycles are a safety problem because the road is not wide enough to accommodate them

People not familiar with road drive too fast, and there aren't any guard rails

Safety – the motorhomes don't dare use the pullouts to let other cars by or they pull off to the side regardless if there are blind turns

It's perfect the way it is

Needs some reflector lights

Safety, signage, and maintenance

The speed limit changes constantly and is too high in some areas (60 mph) – due to cows and horses on the road, the speed limit should be 30-40 mph

There is too much trash on the road

Safety

Visual

What alterations and changes does UDOT want to make?

What are the cumulative impacts of these alterations?

Noise is an issue, several spots in the road are not safe, no room for bicyclists

Safety: beware solutions that increase traffic speed

Maintenance: should be good quality and subtle – not excess blacktop as along Hogsback pullouts – it's a mess

Visual: improvements need to be sensitive in order to preserve landscape quality

Road conditions: beware over-engineered solutions

Signage: needs to be simplified to minimize clutter and preserve best views

Written comments regarding possible solutions to SR-12:

Emphasize in literature that the road is potentially hazardous, particularly for persons who are not familiar or comfortable with driving large vehicles (RVs) in windy conditions, winding roads, narrow shoulders, etc.

Put up posts or chains as a safety barrier so as not to obstruct the view

Provide a few more pullouts – not necessarily full-blown scenic overlooks – so vehicles can safely get off the road

Keep signage to a minimum and make sure its placement is not obstructive

People are more inclined to drive safely if they feel they are somewhat at risk. The more barriers, signage, etc., the more likely they will speed or pass recklessly.

Widen road in certain places

Property cleanups

No large signs
Turnouts
Passing lanes
More turnouts – a passing lane would change the character of the road too much
Need acceleration and deceleration lanes at entrance to Lower Calf Creek and some realignment of that access driveway
Regarding the Hogsback: no shoulder widening and no guardrails, too visibly obtrusive – keep the Hogsback just as it is
A warning sign prior to the Hogsback letting people know what to expect
Aesthetically compatible improvements i.e. small stone walls instead of metal rails
Keep it low impact
Make the changes a landscape art project
Reduce speeds
Maintenance is critical
More law enforcement
More signs
The entire road needs to be widened so there is a four-foot shoulder outside the white line on both sides of the road, more guard rails are needed, turns need banking, the whole road needs an asphalt lift, more pullouts, turns need straightening
Bigger pullouts
No streetlights
Wider roads and shoulders – a few passing lanes
Speed limits lowered, wider roads, more turnouts, and bigger reflectors
Widen road and fix potholes
More turnouts for slow tourists
Quit promoting it as a tourist highway and bicycle route
Development will promote more development
Limit deer/elk habitat enhancement along the entire SR-12 route
End cattle grazing along the entire length of Highway 12 on public lands – they are a danger and no benefit to the general public
Correct steep grades, sharp curves, more scenic pullouts, and lack of shoulders – make room for bicyclists and hikers
More pullouts and encourage large/slow vehicles to use them
Very subtle sensitive design treatment – not drawing attention to the highway, but enhancing the landscape experience
Keep narrow, winding roads to slow traffic and preserve the adventure of this unique highway
The Hogsback needs particularly sensitive treatment so tourists know where to stop, but keep in low-key and natural looking

Number involved with previous studies: 3

Summary of Comments from Escalante

Total comment forms received from Escalante: 30

Number of **Residents:** 22
Rancher/Farmers: 4
Commuters: 5
Community members: 9
Local Government Representatives:
Business Owners: 6
Organization or Group Representatives: 5
Recreationalists: 6
Other: 1 – Highway 12 property owner
 1 – Retreat operator for out-of-state visitors (not a business)
 1 – Federal Employee
 3 – Student
 1 – Tax Payer

Number of: **Passenger Vehicles:** 26
Buses: 11
Trucks: 17
RV/Motorhome: 2
Agricultural Vehicles: 2
Bicycles: 2
Pedestrians: 6
Other: 2 – Van

Most important resources:

Wetlands: 8
Water Quality: 13
Vegetation: 13
Fish and Wildlife: 17
Threatened and Endangered Species: 9
Visual Resources: 18
Cultural Resources: 13
Other: 1 – Access to hiking trails, camping areas, and back roads to natural beauty areas
 5 – Safety
 1 – Air Quality

Written comments regarding experience traveling SR-12:

It's a wonderful opportunity
Exciting
Unsafe on a bicycle – needs wider shoulders
Beautiful but dangerous
Always enjoyable, spectacular scenery, gives great pleasure
Great
Ok
Very well traveled
Grateful for the engineers who developed this tough piece of terrain – would like to see it widened for bicycle use and for easier passing, more turn outs and historic/scenic markers
One of the most remote and beautiful drives in America
Spectacular scenery – the road is a very important part of the experience of the rugged and desolate area. It needs to be as user friendly and as safe as possible
Good except for a bike ride from Escalante to Head of the Rocks and back where I was nearly clipped by a van with large side mirrors going 65 mph
It hasn't been very bad
Visit an average of once a month
Very scenic
Travel the road often

Long and get carsick from all the turns
It's a beautiful drive until you get to the Hogsback – then it is scary
It's better than it has ever been but it is still treacherous
Scenic but dangerous – sometimes discouraging because of recreational travelers and bicycles in narrow areas and on sharp curves
Great – one of the most beautiful drives in the country, would hate to see it change in any way
Good experience year round, quiet, easy to pass slow-moving vehicles where prudent, plenty of time to notice bikers, it means a lot to live in a county with a small, slow-traveling route such as SR-12
Love it and never tired of traveling the “most scenic” road – it was part of the reason we moved to the area

Written comments regarding concerns on SR-12:

That state organizations will change the road – it fits the purpose and shows or demonstrates the toughness of our settlers
Safety – no rooms for bikes
The four-lane freeway through the center of Escalante – it needs to be reduced to two lanes to slow down traffic
Safety issues such as speed and the lack of turning lanes or pullouts
Inadequate signage entering Escalante from the west – visitors come around the bend at 50 mph and suddenly there is a town with greatly reduced speeds
Please keep it unfettered and undeveloped, pretty much the same as it is with some improvements to the barriers – make them blend in with the sandstone, some shoulder work and a minimal bike lane – preserve the natural/historical aspects
Safety for bicyclists
Passing RVs or diesels on the narrower roads
Hell Backbone is very steep and shouldn't be as winding
Please make roads bigger and put rails around the road
Make roads wider
More signage for trailheads, back roads, etc., Hogsback needs to be widened – perhaps by lowering the level of the road, more turnouts, need guardrails
Noise and motorcycles
Traffic is too fast through Escalante – it is very dangerous
As a bicyclist the current problem is the lack of shoulder
Chip seal is rough on road edges
It can be dangerous – there have been quite a few wrecks on the road
Safety – need reflectors on the signs, need constant speed limits, and more turnoffs
Sign in upper valley needs a reflector, change speed limits to more reasonable speeds – both faster and slower
Safety – a lot of visitors come through and don't know how to drive the road and they are a danger to locals
Maintenance is key
Tourists are too slow and constantly walking in the road
Increase speed limit in upper valley
The road is inadequate for the traffic – it was built to carry mail, bring freight, and go visit for the weekend, not for hundreds of folks from the flatlands
No shoulders, narrow road, steep grades, no passing, slow traffic
It is a very safe road, especially compared with multi-lane roads, if the road is widened, people will drive faster and more accidents will occur – not to mention the damage to the existing natural landscape if the road is widened.
It is a perfectly good road and should be left as is until 2050
Because a bicyclist was killed on SR-12 by a passing truck, the concern for the safety of bicyclists is great – hopefully bicycle lanes can be provided all along the corridor where ever possible, which will enhance the “destination tourism” aspect

Written comments regarding possible solutions to SR-12:

Add a bike lane
Turn lanes, passing lanes
Slow down traffic through Escalante by making the roadway two lanes instead of four with angle parking and a turn lane or planters in the middle
A sign with flashing lights advising drivers of reduced speeds in Escalante and fewer lanes through Escalante
Work with landowners and stakeholders to keep this All American Road one of the best in the country – it must be about the experience of a national treasure
Wider roads
Straighten out turns and add rails across very high portions of the road
Widen roads near new visitors center, speed markers at least 1 mile out of the east and west ends of Escalante warning people to slow down, three lanes instead of four, a four-way stop at Center Street and Main street with cross walks, radar patrolled warning signs through town
Noise enforcement, rock retaining walls in most critically dangerous areas, more turnouts, more interpretive stops for tourists

Consider any measures to slow the traffic down through Escalante

Widen asphalt 18"– 24" on each side to allow for bikes

Don't chip seal past white line – leave smooth asphalt on shoulder

Widen road, add passing lanes, widen shoulders, more turnoffs, and fix potholes

Widen shoulders near Calf Creek – it's very narrow

Wider road with more pullouts

Extend culverts in fills, widen shoulders (mp 60.9, 61.4, 61.8, 62.2, 63.8, 64.2, 66.6, 85.7, 85.9, 87.8), turn lanes (62.9, 69.8, 75.6, 81.4), cuts that hold ice (68.8, 70.8), realign road and new overlook (71.5, 74.5, 76), passing lanes (westbound – 69.4 to 70.5, 73 to 73.6, eastbound – 76.8 to 77.4, 78.4 to 79), fix sharp turn (70.9, 76), widen rock cuts (73.6 to 73.8, 74.6, 76.1, 77.7, 78 to 78.4), new guard rail (73.9, 74 to 74.2), retaining wall (75.4, 78.1), cut off hills and widen road (79 to 79.2, 79.4 to 80.1)

Keep it as it is, at most, put more signs for "slower traffic use pullouts," place information about the roadway for motorhomes, bicycles, and tourists in literature to yield to motorists and use the pullouts

There are no problems with the road

At the turnout near MP 70, directional/guide lines need to be painted on the road to guide tourists back onto the road correctly – a few years ago a motorhome went on the wrong side of the road and smashed into and killed a motorcyclist coming up the hill where there is no visibility

Number involved with previous studies: 4

Summary of Comments from Henrieville

Total comment forms received: 1

Number of *Residents: 1*
Rancher/Farmers: 1
Commuters:
Community members: 1
Local Government Representatives: 1
Business Owners: 1
Organization or Group Representatives:
Recreationalists: 1
Other:

Number of: *Passenger Vehicles: 1*
Buses:
Trucks: 1
RV/Motorhome: 1
Agricultural Vehicles: 1
Bicycles:
Pedestrians: 1
Other:

Most important resources:

Wetlands:
Water Quality: 1
Vegetation: 1
Fish and Wildlife: 1
Threatened and Endangered Species:
Visual Resources: 1
Cultural Resources:
Other:

Written comments regarding experience traveling SR-12:

Scenic and wild

Written comments regarding concerns on SR-12:

Safety and maintenance, deficient pavement, narrow shoulders, turnouts needed, soft shoulders

Written comments regarding possible solutions to SR-12:

Fix the areas of concern

Number involved with previous studies:

Summary of Comments from Huntington

Total comment forms received: 1

Number of *Residents: 1*
Rancher/Farmers:
Commuters: 1
Community members:
Local Government Representatives:
Business Owners:
Organization or Group Representatives:
Recreationalists:
Other:

Number of: *Passenger Vehicles:*
Buses:
Trucks: 1
RV/Motorhome:
Agricultural Vehicles:
Bicycles:
Pedestrians:
Other:

Most important resources:

Wetlands:

Water Quality:

Vegetation:

Fish and Wildlife:

Threatened and Endangered Species:

Visual Resources:

Cultural Resources:

Other: 1 – Timber and grazing

Written comments regarding experience traveling SR-12:

Slow, crooked, and dangerous

Written comments regarding concerns on SR-12:

Up-grade where possible

Written comments regarding possible solutions to SR-12:

Widen and straighten the road

Number involved with previous studies:

Summary of Comments from Panguitch

Total comment forms received: 4

Number of *Residents: 4*
Rancher/Farmers: 2
Commuters: 1
Community members: 2
Local Government Representatives: 1
Business Owners: 1
Organization or Group Representatives:
Recreationalists: 4
Other:

Number of: *Passenger Vehicles: 4*
Buses: 1
Trucks: 4
RV/Motorhome: 1
Agricultural Vehicles:
Bicycles:
Pedestrians:
Other:

Most important resources:

Wetlands: 1
Water Quality: 1
Vegetation: 1
Fish and Wildlife: 4
Threatened and Endangered Species:
Visual Resources:
Cultural Resources:
Other: 1 – It's the only route to Escalante from Panguitch

Written comments regarding experience traveling SR-12:

Narrow road – hazardous to travel
OK
Beautiful
Dangerous and narrow in some spots but generally enjoy traveling the road

Written comments regarding concerns on SR-12:

Narrow road, blind turns, bike travel, no shoulders, need for passing lanes
Safety – there is a need for better shoulders for tourists to pull off and more passing lanes
Narrow roads, dangerous curves, bicycle hazards
The road is too narrow with very few places to pass slow vehicles
Bike tours on this road are very dangerous

Written comments regarding possible solutions to SR-12:

Bike lanes, widen/build shoulders, straightening turns, more pullouts, passing lanes
Less environmental control – more local control

Number involved with previous studies: 2

Summary of Comments from Tropic

Total comment forms received: 2

Number of *Residents: 1*
Rancher/Farmers: 1
Commuters:
Community members: 1
Local Government Representatives: 2
Business Owners: 1
Organization or Group Representatives:
Recreationalists: 1
Other:

Number of: *Passenger Vehicles: 2*
Buses:
Trucks: 1
RV/Motorhome:
Agricultural Vehicles: 1
Bicycles:
Pedestrians:
Other:

Most important resources:

Wetlands:
Water Quality: 1
Vegetation:
Fish and Wildlife: 1
Threatened and Endangered Species:
Visual Resources: 2
Cultural Resources: 2
Other:

Written comments regarding experience traveling SR-12:

Enjoyable
A wonderful experience – so much to see and do
Traveling it for 40 years, maintaining it for 24 years and never tire of its beauty

Written comments regarding concerns on SR-12:

If bikes are to be allowed on SR-12, there needs to be a wide enough shoulder for them
Shoulders need to be wider
Make Calf Creek Bridge safer
Turnouts
Widen road in some places
Improve road base and asphalt

Written comments regarding possible solutions to SR-12:

Eliminate bicycle travel on SR-12
Road needs to be widened at the Hogsback and barriers need to be placed
Fix areas of concern – improve safety for the traveling public and those who have to work on the road

Number involved with previous studies: 1

Summary of Letters Received

Total letters received: 13

Comments regarding concerns with SR-12:

Difficult for those traveling on it for the first time
Not enough pull-offs for tourists
Fix the shoulders where they drop-off
Fix potholes and bumps
Possible bike lanes
Wider shoulders
Wider lanes
Tourists make traveling this road complicated and dangerous
The shoulders are very narrow
It is very dangerous
UDOT needs to make the road wider so it is safer for locals and tourists
The road needs to be used for driving, not parking
It needs more passing lanes
Better maintenance is needed
More guard rails around sharp corners
Something needs to be done about falling rocks
Speed limit signs should be changed to more appropriate speeds to help the flow of traffic

Comments regarding experience on SR-12:

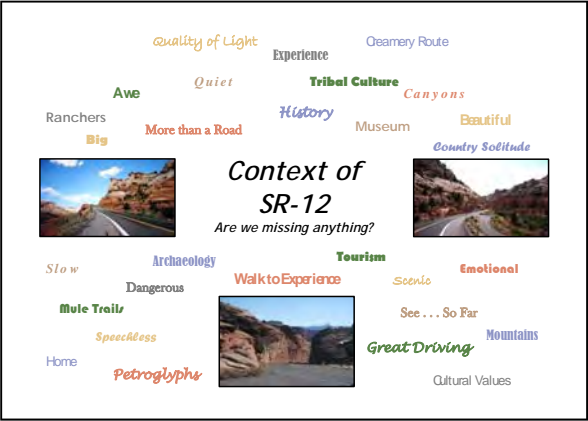
Don't do anything that will alter the scenic view or the historical memory of the road
My experience with SR-12 is usually favorable
Tourists drive too slowly and down the center of the road – that makes it very dangerous
The scenery on the highway is very beautiful
Make only changes that preserve the environment and scenic views
Don't make the road wider – Highway 12 is beautiful and some people come to this area just for the scenery
Making the road wider would ruin some of the road's beauty

SR-12 ENVIRONMENTAL ASSESSMENT COMMENT FORM

Please take a few moments and let the project team know if the summary on the *Project Update Spring 2005* captures your thoughts of the SR-12 corridor. Are we missing anything? Be specific in your answers and, if possible, pinpoint exact locations.

Has your experience on SR-12 been captured? Do you have anything to add or elaborate on? When thinking about your experience, please take into consideration the context or setting of SR-12, including the following:

- Physical Area
- Natural Environment
- Community Values
- Historical Events
- Cultural Characteristics
- Economics



SR-12 ENVIRONMENTAL ASSESSMENT COMMENT FORM

What do you consider to be the most important need(s)?

Does the summary of possible solutions on the previous page fill your important need(s)? If not, do you have other possible solutions to add?

What experiences within the SR-12 corridor are important to maintain and/or improve when developing and evaluating alternatives ?

Are there any additional concerns or needs you would like to add that are not included in the summary on the *Project Update Spring 2005*? Please be as specific as possible including locations, if appropriate.

Do you have any additional comments for the SR-12 project team to consider?

If you would like to be on the mailing list,
please provide your contact information.

Name: _____ Representing: _____
Address: _____ Phone: _____
City/ZIP: _____ Email: _____

For more information, please contact:
Randi Shover or Kim Clark
H. W. Lochner
Phone: (801) 262-8700 or Fax: (801) 262-8885
sr-12@hwlochner.com
Thank you for your comments.

Place
stamp
here

H. W. Lochner, Inc.
Attn: Randi Shover
310 East 4500 South, Suite 600
Murray, Utah 84107

Please tri-fold before mailing

SR-12 Environmental Assessment

ESCALANTE TO BOULDER



SR-12 Comment Form

It is important to involve the community, the users of the corridor, as well as other interested parties in this study. We therefore invite and welcome any comments or concerns you may have.

We have prepared a brief and general summary of the comments we have received to date (See *Project Update Spring 2005*). Please review the summary and complete this comment form so we can better understand what is most important to you.

For more information or to express your ideas about the SR-12 Environmental Assessment, please visit our web site at www.udot.utah.gov/sr-12 or contact the SR-12 project team at 801-262-8700 or sr-12@hwlochner.com.

Summary of Public Comments

March 2005
to
August 2005

Summary of Comments from Comment Form #2

Total comment forms received: 19

What experiences within the SR-12 corridor are important to maintain and/or improve when developing and evaluating alternatives?

Safety, low impact, conformity to the natural wilderness

Maintain the views

More pull-offs to take in scenery

Scenery, remote, quiet

Widen shoulders for better safety

Facilities at trailheads and improved parking

Shoulder widening for bicyclists should not be considered for this section in isolation from the entire length of SR-12. Shoulder widening should only be considered in the context of the entire length. There is concern that this segment will receive undue attention – though somewhat unique, this section is part of a much larger context and should be treated as such.

Preserve the visual impact of the area as viewed from SR-12

Environment and natural habitat

The simple beauty of the road as it winds through the rocks

Keep commercial development out

Keep the original communities small

Keep out big business and large unsightly homes

UDOT needs a new designation, Heritage Route, which would include the following criteria 1. Use of the road for pioneer and early transportation 2. Pristine views still intact during the heritage years 3. Route close to original 4. Travel character close to original (not straightened for high speed travel) 5. Recreation and tourism key aspects to designation All these are important to me, I want to know that I can have the same experience I have now or better when I travel this route. Work more closely with the BLM and GSNM. Their master plan forces more people along this route. This route will become or has become the defacto high traffic area for GSNM. In order to preserve the character of this route, the GSNM should be approached to center the majority of the traffic elsewhere.

SR-12 is a passage into a wild and special place

Design barrier to minimize obstruction of views if possible

Biking – keep all scenery elements

Exciting, beautiful, scenic, unique, magnificent, awe-inspiring, and enjoyable – bit scary in some places due to drop offs and sharp turns but if driven at proper (low) speeds, it's not dangerous or treacherous

Are there any additional concerns or needs you would like to add that are not included in the summary on the *Project Update Spring 2005*? Please be as specific as possible including locations, if appropriate.

A more natural color to the highway that would blend in with nature

Not sure the curves need to be straightened – the road appeal is how it winds and weaves through such an incredible area

The river is a great resource as a park and trail

Additional scenic pullouts and roadside displays increase the number of potential vehicle conflicts and detract from the visual quality of the area. With the advent of the new visitor's center, information about the road could be presented to interested travelers.

Facilities exist at each end of the segment where road guides could be obtained – it should be incumbent upon the landscape to explain itself with signs – encouraging people to stop at visitor centers also helps get other info to travelers and reduces sign clutter (and vandalism of displays) and doesn't reward "leapfrogging" – speeding on to the next signed pullout.

Do not add safety barriers. The road is beautiful. Do not add more signs – they are unsightly. Do not straighten curves or add passing lanes. Maybe add bike path and 1 to 2 pullouts for slower traffic. Let the cattle graze where they need to. Perhaps a sign or two at pulloffs stressing the importance of preserving the area as it is now.

Maintaining the cultural heritage, look, and feel of the road as is.

Consider a sign at Torrey to let drivers know there are sharp curves and 14% grades ahead

Add 4-foot shoulders everywhere you can

Providing access to the scenic values in the area is the most important purpose of SR-12. Without SR-12, few people could experience the wonders of the area. Any changes should be considered only if the scenic values are not impaired.

Much of SR-12 is a narrow and winding road with fairly extreme grades (14%) in places. Travel by larger RV's and travel trailers can be difficult, bordering dangerous – add signs that outline the nature of the challenges ahead in Torrey and Cannonville to warn people of what to expect and even suggest that folks driving larger rigs consider alternate routes

What do you consider to be the most important need(s)?

Wider shoulders for bicycle safety from Escalante to Boulder

An actual bicycle trail would be the ultimate dream

Safety for all

Safety to travelers

Bike safety – add lanes or an adjacent path to totally separate the bikes from the traffic

Pullouts – more to eliminate tourists stopped halfway in the road

Passing lane – where possible without ruining the feel of the road or environment

Life-supporting physical improvements: shoulder width of 6 feet and rest stops with water

Wider bike shoulders or path

Maintain the nature of the road

Need to consider the safety of all users including RV's bikes, hikers, and the locals

Maintain the roadway in its original alignment – don't straighten curves by blasting and rerouting. Better patrol and enforcement will help safety – vehicle speeds tend to be excessive, reducing safety margin. Compare with Highway 9 through Zion. Speeds are kept much lower to improve safety and driving experience. Lower vehicle speeds will also improve bicycle safety. Because workers travel between Escalante and Boulder, and because they're likely to travel faster, perhaps alerting cyclists to this reality is warranted. Some morning and evening hours see more of this vehicle traffic.

Limit and/or control off-road vehicles as a means of lessening environmental impact and limit eliminate noise pollution

Widen road for better bicycle access and separate bike path where possible

Improve road surface, add signs reminding motorists of cyclists on the road

Preserving it as it is now (all of it – towns, roads, physical environment. Better yet, like it was 10 years ago. Stop businesses from expanding, stop local trails from becoming roads

Preserving scenic views and historical values – it really is interesting that the road was built so late, relatively speaking, need not to straighten, but keep surface in good shape.

No. Other solutions would be to have a toll booth at both ends of the route fees would go to the GSNM and shared with UDOT to maintain the heritage route.

Minimize impacts to the area and keep people and wildlife safe – prevent water pollution

Wider shoulders or bike lane

Preservation of the scenic values is by far the most important

Does the summary of possible solutions listed in the *Project Update Spring 2005* fill your most important need(s)? If not, do you have other possible solutions to add?

Alternative bike route(s) out of auto travel

Yes, but add that signage needs to be attractive – safety information signage can be improved

4 foot bike lane on each side of the road – this would add a safety feature for motorists as well as give a clear path for any cyclist, the wider path would ensure their safety and encourage more usage – which is inevitable on this national scenic road

Bike lane on shoulder is critical

Yes

Escalante Main Street is the beginning of the segment from west to east. Many residents would like to see Main Street re-stripped to one lane with better parking and a left turn lane through town. Slowing travelers through town could help slow travelers and could provide incentive for folks to stop. If no new interpretive signage and production of a guide brochure is implemented, travelers unfamiliar with the road could be informed of road conditions and concerns. Giving people a reason to slow down would help safety. A CD/cassette audio guide could also be produced, narrating the corridor and encouraging people to slow down to the pace of the narration.

Do not change anything

Don't like the heavy concrete barriers that you can't see through – UGLY, would prefer steel that rusts on wooden posts like they use in national parks

Normally I know that development helps to preserve a place. National Parks are an example. But in this case, development of the road will negatively impact the heritage and character of the experience, so the only solution to me is to limit the traffic by not improving and keeping the route twisty, narrow, and as it.

Remove Kiva Koffeehouse signs – allow one sign at the entrance

Agree with “add turn offs/pullouts (a few), reduce posted speed limits”, disagree with “widen shoulder and/or roadway” and “add passing lanes, add a bike path/lane”

Do not consider adding lanes, widening road or straightening curves. Any such changes would involve disturbances that would impair the scenic values. Lower speed limits would eliminate any need for this sort of change. This is a trip that should be driven more slowly and savored, not rushed through.

Adding passing lanes to allow for faster travel to proceed in areas where there is adequate space would be fine, also adding pullouts for viewing scenery wherever space permits

Do you have any additional comments for the SR-12 project team to consider?

Slow traffic down on Highway 12 through Escalante. Make the study area beginning point on the west side of Escalante

I think you are headed in the right direction – can't wait to see the next phase, thank you for taking the time to bring info to and involve the local citizens

The cream cellar route is an historic trail literally carved out of the rocks by pioneers and should be designated as such

It is critical to try and afford passing lanes for autos

Please consider making the shoulder wider for bicycles

No highway is completely safe. When assessing safety needs, consider factors such as scenery distractions, people with unfamiliar rented vehicles, excessive speed on straight sections to make up for time lost on curvy sections. Do not presume that changes to highway will influence these factors.

Minimize, eliminate new development within view of SR-12 – including utilities, new dwellings, and structures

Keep out mining, timber and oil. Let cattleman/grazing co-exist, keep trail access remote and wild, preserve endangered species, preserve old buildings in Escalante

This route is a gem – don't ruin it by improving it – maybe it could develop a reputation like the Road to Hana on Maui, Hawaii so that drivers would self-select – or at least not expect it to be a quick trip

Thank you for considering this route as a heritage route to be conserved as is and by working more closely with the GSNM on this important issue.

RV's and travel trailers probably shouldn't be allowed at Calf Creek as there is not enough room and signs posted to this effect. Use of guard rails should be kept to a minimum. Signs for lower speed limits and even rumble bars in the road to alert drivers of upcoming curves or narrower areas could be added to eliminate risks. If dangers do warrant barriers, use types that don't block views (versus the concrete barriers near Calf Creek)

Possible Solutions that Need Further Input

In this section you are suggesting whether each option **should or should not be carried forward for further study/consideration.** Please check one box for each solution. The project team is also asking for additional input on specific options*.

Possible Solution	Should Be Carried Forward	Should Not Be Carried Forward	Undecided	Comments
Modify Speed Limit (lower the speed limit in certain segments)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Increase Parking and Speed Enforcement	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Widen Shoulders* (see additional question below)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Accommodate Bicycles* (see additional question below)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Add Rumble Strips* (see additional question below)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Provide Passing Opportunities by Adding Pullouts (bulbs that would allow slow moving vehicles to pull aside)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Improve Speed Transitions* (between high speed and low speed areas)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Flatten Curves* [See Insert]	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Provide Barrier in Selected Locations*	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Improve Sight Distance (ability to see around curves in selected locations)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

*Please fill out the following questions regarding some of the possible solutions listed above:

If you would like the *Widen Shoulders* solution to be carried forward, which would you prefer?

- ☐ 2-Foot Wide Shoulders
- ☐ 4-Foot Wide Shoulders

If you would like the *Accommodate Bicycles* solution to be carried forward, which would you prefer?

- ☐ 4-Foot Shoulder for Bicycles
- ☐ Signing for Shared Roadway

If you would like the *Add Rumble Strips* solution to be carried forward, which would you prefer?

- ☐ Centerline
- ☐ Shoulders
- ☐ Centerline and Shoulders

If you would like the *Improve Speed Transitions* solution to be carried forward, please indicate your preferred method(s):

- ☐ Signing
- ☐ Pavement Markings
- ☐ Rumble Strips
- ☐ Perceived Lane Narrowing for Speed Reduction

If you would like the *Flatten Curves* solution to be carried forward, please mark all locations you would like to see improvements take place:

- ☐ Three Vertical Curves (Camelbacks)
- ☐ Sharp Curve at RP 76.2
- ☐ Relocate Roadway to the East at RP 79.3

If you would like the *Provide Barrier* solution to be carried forward, please indicate whether aesthetic treatments should be incorporated into the barrier:

- ☐ Yes, aesthetic treatments should be incorporated
- ☐ No, aesthetic treatments should not be incorporated

Possible Solutions *Not* to be Carried Forward

In this section you are agreeing or disagreeing with whether each option **should *not* be carried forward for further study/consideration.** Please check one box for each solution.

Possible Solution	I Agree (should <i>not</i> be carried forward)	I Disagree (should be carried forward)	Undecided	Comments
Restrict Bicycles on SR-12	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Build a Bypass Around SR-12	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Widen Shoulders by 6 or 8 Feet	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Accommodate Bicycles by adding a Separate Bicycle Path	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Improve Animal Control with Wildlife Fencing or Crossings	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Do You Have Any Additional Comments or Questions?

Thank You.

If you would like to receive future project information,
please provide your contact information.

Name: _____ Representing: _____

Address: _____ Phone: _____

City/ZIP: _____ Email: _____

For more information, please contact:

Randi Shover
H. W. Lochner
Phone: (801) 262-8700 or Fax: (801) 262-8885
sr-12@hwlochner.com

Thank you for your comments.

Place
stamp
here

H. W. Lochner, Inc.
Attn: Randi Shover
310 East 4500 South, Suite 600
Murray, Utah 84107

Please tri-fold before mailing

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Based on comments from the public, the Context Sensitive Committee, and interested government agencies, the project team has sorted the possible solutions for the SR-12 Corridor into three categories: Possible Solutions To Be Carried Forward, Possible Solutions that Need Further Input, and Possible Solutions Not To Be Carried Forward. Please take a few moments to let the project team know what your thoughts are on these concepts.

Possible Solutions to be Carried Forward

In this section you are agreeing or disagreeing with whether each option should be carried forward for further study/consideration. Please check one box for each solution.

Possible Solution	I Agree (should be carried forward)	I Disagree (should <u>not</u> be carried forward)	Undecided	Comments
Do Nothing (this option will automatically be carried forward in accordance with NEPA guidelines)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Provide Educational Improvements (includes educating the users of SR-12 on various safety issues and the general terrain of SR-12)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Develop a Maintenance Plan for SR-12 (establish standard procedures for UDOT to maintain the SR-12 corridor)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Obtain Right-of-Way (this would allow maintenance crews to perform routine maintenance operations that they currently have difficulty accomplishing)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Improve Signing and Striping	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Improve Intersection at Hole-in-the-Rock Road	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Improve Intersection at Calf Creek Campground	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Replace Calf Creek Bridge and Realign Calf Creek	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

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Research Methodology

This report is based on the results of Comment Form #3 for the SR-12, Escalante to Boulder, Environmental Study Project. The comment form was distributed at a public meeting held on February 7, 2006 in Escalante, Utah and was also posted on the project web site at www.udot.utah.gov/sr-12 from February 20, 2006 through March 24, 2006. A link to the online comment form was emailed to the project database on the following dates: February 21st, February 27th, March 7th, and March 15th. The overall goal of the comment form was to assess the public's opinion on possible solutions for the SR-12 corridor that were suggested by the public, members of the Context Sensitive Committee (CSC), and the project team.

Comment Form

The comment form questions fit into three categories. They are as follows:

- Possible Solutions to be Carried Forward
- Possible Solutions that Need Further Input
- Possible Solutions *Not* to be Carried Forward

Each category gave the respondent an opportunity to *carry an option forward*, *not carry an option forward*, or, if they were unsure, choose *undecided*. Each option also included a free-response area for comments. At the end of the comment form, a free-response section was provided to give respondents the opportunity to provide any additional comments on the project. (The exact wording from the comment forms has been used in the comments. Any spelling or grammatical errors have been included.)

Explanation of Data

The comment form results are depicted in the following data summary and by pie charts and graphs. Following each pie chart and graph are any comments or free responses related to that specific question. At the end of this report is a list of the comments received in the free-response section that was provided at the end of the comment form.

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Data Summary

In order to provide a concise overview of the comment form results, the following bulleted list summarizes the preferences of the majority of respondents. This section only examines what the majority of respondents stated and does not reference the minority opinions. The complete comment form report, which follows this summary, includes all responses submitted.

- 152 comment forms were submitted
 - 72% of respondents agree that *Provide Educational Improvements* should be carried forward
 - 81% of respondents agree that *Develop a Maintenance Plan for SR-12* should be carried forward
 - 67% of respondents agree that *Obtain Right-of-Way* should be carried forward
 - 71% of respondents agree that *Improve Signing and Striping* should be carried forward
 - 57% of respondents agree that *Improve Intersection at Hole-in-the-Rock Road* should be carried forward
 - 57% of respondents agree that *Improve Intersection at Calf Creek Campground* should be carried forward
 - 40% of respondents disagree that *Replace Calf Creek Bridge and Realign Calf Creek* should not be carried forward
 - 39% of respondents stated the *Modify Speed Limit* option should be carried forward
 - 37% of respondents stated the *Increase Parking and Speed Enforcement* option should be carried forward
 - 63% of respondents stated the *Widen Shoulders* option should be carried forward and that 4-foot shoulders are the preference
 - 61% of respondents stated the *Accommodate Bicycles* option should be carried forward and that 4-foot shoulders for bicycles is the preference
 - 38% of respondents stated the *Add Rumble Strips* option should not be carried forward

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- 78% of respondents stated the *Provide Passing Opportunities by Adding Pullouts* option should be carried forward
- 48% of respondents stated the *Improve Speed Transitions* option should be carried forward and that signing is the preference
- 44% of respondents stated the *Flatten Curves* option should *not* be carried forward
- 48% of respondents stated the *Provide Barrier in Selected Locations* option should be carried forward and that aesthetic treatments are the preference
- 40% of respondents stated the *Improve Sight Distance* option should be carried forward
- 48% of respondents agree that *Restrict Bicycles on SR-12* should *not* be carried forward
- 45% of respondents agree that *Build Bypass Around SR-12* should *not* be carried forward
- 44% of respondents disagree that *Accommodate Bicycles by Adding a Separate Bicycle Path* should be carried forward
- 43% of respondents agree that *Improve Animal Control with Wildlife Fencing and Crossings* should *not* be carried forward

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Possible Solutions to be Carried Forward

I Agree (Should be Carried Forward)

I Disagree (Should Not be Carried Forward)

Undecided

Do Nothing (this option will automatically be carried forward in accordance with NEPA guidelines)

Comments on Do Nothing:

- Something needs to be done before someone gets killed. I drive the road quite often. There are blind turns and hills and some people on bikes don't seem to realize that riding in the middle of the road because they don't want to get stickers in thier bike tires could get them hurt. I also ride horses and a mountain bike and I show respect to the traffic.
- Need an EIS
- yes, yes, yes. the road is an experience, many tourists cite as a highlight of their trip.
- I can't answer this because I haven't seen all of the possible solutions, however, I would favor LESS improvement over more improvement.
- I love this highway (bet you haven't heard that. Any changes that would change its character would be very unwelcome, particularly widening and straightening the road for easier accessibility for RV's.
- I agree with the DO NOTHING option.
- Agree - This unique section of highway should not be "improved". It is one of most scenic highways in the US and should remain as is for all to enjoy. Tell the folks in the 50" moterhomes to take another route !
- As a ten year resident of Boulder I feel very strongly that this is the best alternative
- This section of highway is so unique and beautiful that I believe drivers and bicyclers should have the ability to enjoy it in addition to just traveling from Boulder to Escalante.
- great idea. Spend the tax money on roads elsewhere in the state.
- Don't touch it other than std. maintenance.
- I have traveled this route many times and often during holiday weekends. I have found there to be little to no problems with traffic and have only heard of problems with animals. It is one of the prettiest scenic drives around and I would hate to lose that by adding more to the natural beauty of it.
- Please leave this road as it is. People come from all over the world to ride and see it. If you must screw with it, improve striping and signing would probably be the least objectionable. Do NOT lower the speed limit; it's too low already. :) Thanks! Jeff Davis American Fork
- You cant do Nothing. But what ever it is, dont impact the precious resource that highway is. Don't wide it, dont put up more signs, just keep it maintained and do it in a minimal way as to not impact the area.

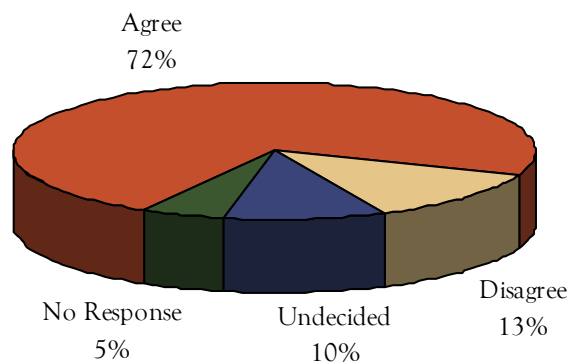
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- Please leave this road as it is. People come from all over the world to ride and see it. If you must screw with it, improving striping and signing would probably be the least objectionable.
- Yes,i agree,this would be the best solution...do nothing to upset the current route
- No buttons here? In general, aside from maintenance issues, I would like to not see much change. What UDOT did at the Escalante Visitors Center, making it look like a freeway, was just over the top, too much. I think it's very sad. Changed the character considerably, and we already have a problem with people speeding into town, which widening the road only encourages.
- Undecided
- Agree
- Disagree
- Disagree
- Agree
- Disagree
- Disagree
- Disagree
- Disagree. There is much to be done that must be done!
- Disagree
- let the character and beauty of the road remain as is. normal maintenance is all that is required

Provide Educational Improvements

(includes educating the users of SR-12 on various safety issues and the general terrain of SR-12)



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Comments on Provide Educational Improvements:

- Implies more signs. Not a good idea. Provide "education" at UDOT reststops and Monument office in Escalante only.
- I'm not sure what "educating the users" would entail.
- Need an EIS
- very limited
- This "option" is a cop out that accomplishes nothing.
- It is difficult to comment on all aspects of this proposal for the reason that whatever is built in the end is nearly impossible to visualize as a text only proposal. The aesthetics of any road enhancement is of utmost concern to most of the people I speak with as well as myself. I am concerned that the architecture of Educational Kiosks or whatever they may be called will not be in sync with the natural landscape. I think Tim Clarke who is a Boulder, Utah Landscape Architect and The Design Group should head up and direct any and all designs for Kiosks, Buildings, and so on as they were the initial design folks for the proposed and to be constructed "rest room facility and park" in Boulder located near the town Post Office. It is critical to emphasize the aesthetics of any changes in Hwy 12 as well to take advantage of the chance to remove "eye sores" such as the "concrete barriers along the Hogsback". This is truly a remarkably ugly and non-compatible safety element in the road. This needs to be removed and replaced with a "natural stone facade over a reinforced concrete wall" which will provide the safety due to a lack of shoulder while maintaining a sense of harmony with nature.
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- This information can be found at the visitor centers on either end of this stretch of SR-12. It seems it would only serve to further congest traffic along SR-12.
- People should have a heads up to some of the cautions of the road.
- Everyone has the right to know specially if they are using the road
- This way people would be informed by the condition of the road and it could help with the safety of the road if they know what to expect.

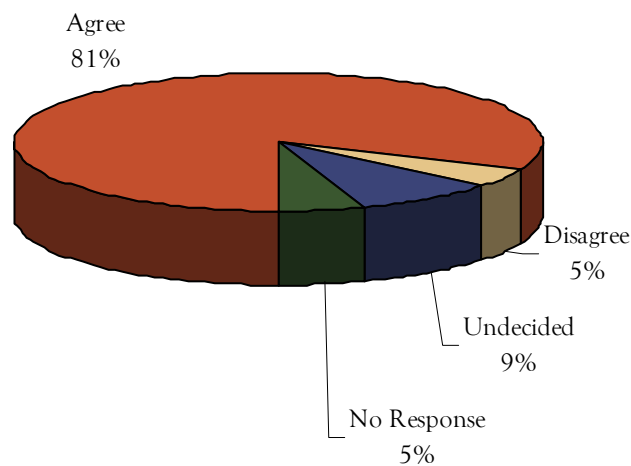
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- this should be more than safety, it should include information on the unique features and history of the area
- Education of locals and also of tourists via the visitor centers in Boulder, Escalante, and Cannonville.
- Education about what, to drive safely, I would hope that they got that in Drivers Ed. at 15 years of age
- Agreed to if educational materials are provided in written form available at local offices. Not as road signs.
- Don't mess with a road that is rated as one of the top five in the nation.
- How are you going to educate the millions of people that drive thru there? Add more road signs? Hell no. Reduce the speed limit some what and enforce it!
- Please leave this road as it is. People come from all over the world to ride and see it. If you must screw with it, improving striping and signing would probably be the least objectionable.
- Interpretation is good could use some improvement.
- Please don't "parkify" our rural road.
- This could be done with MUTCD signing and interpretive messages at waysides along the road.
- Education is more cost effective, has longer lasting benefits and would also have state-wide benefits

Develop a Maintenance Plan for SR-12

(establish standard procedures for UDOT to maintain the SR-12 corridor)



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Comments on Develop a Maintenance Plan for SR-12:

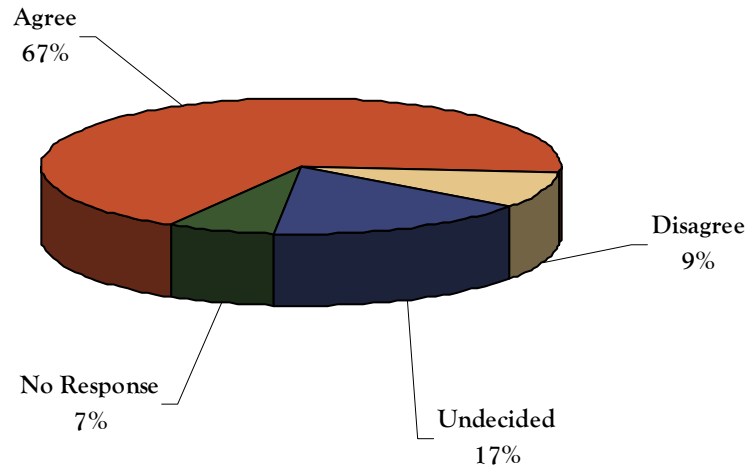
- Any Maintenance should follow the aesthetic plan, therefore if a barrier or something less than complimentary to the natural environment is replaced it should be replaced and upgraded to a natural material with a sound design.
- As long as the plan does not include widening or destruction or obstruction of the natural beauty to this area. The world wants that road maintained for all to enjoy, but keep it minimal.
- I don't see a need to restrict UDOT's ability to maintain the road in a manner that accomplishes the necessary maintenance and fits into their annual budget.
- If you did this you would be organized and it would help you out on knowing what needs to be done and what is done.
- include weed management along the corridor
- Isn't a maintenance plan already in place?
- Isn't UDOT already responsible for State Route 12
- it needs to stay working just like everything else
- Need an EIS
- No brainer!
- Please leave this road as it is. People come from all over the world to ride and see it. If you must screw with it, improving striping and signing would probably be the least objectionable.
- Seems okay
- This should include MINIMAL maintenance and no realignment or widening or anything else that would compromise the existing road.
- Vision well into the future on this to avoid conflicts 20-30 years from now.

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Obtain Right-of-Way

(this would allow maintenance crews to perform routine maintenance operations that they currently have difficulty accomplishing)



Comments on Obtain Right-of-Way:

- With stringent restrictions to confine all work within the current constructed section.
- Wherever possible, obtain ROWs. On segments bounded by WSAs, perform analysis on specific areas where there are definite safety hazards and propose solutions. Keep in mind that there may be an area or areas where fixing the road may enhance wilderness values (I'm thinking of the bridge over Calf Creek, where putting the stream back in its original channel could be considered an enhancement of those values)>
- Unless this is specifically to settle an RS2477 issue.
- This would change the look and feel of the highway and destroy the setting in which it was designated
- Please leave this road as it is. People come from all over the world to ride and see it. If you must screw with it, improving striping and signing would probably be the least objectionable.
- Only if the above and a high regard for the native plants and landscape are incorporated into a plan. Far too often the blade of a motor grader or a loader trashes the natural setting adjacent to the road itself. Basically, the rule of thumb should be the road should lay in nature itself and an abrupt change from road to natural scenery accomplishes this goal. The roadside needs to be regarded as a landscape maintenance project as well as road maintenance.

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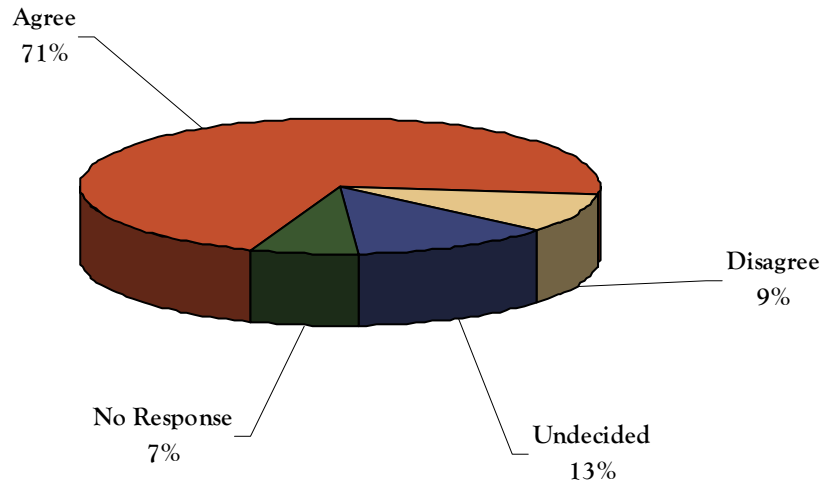
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- Only if the above and a high regard for the native plants and landscape are incorporated into a plan. Far too often the blade of a motor grader or a loader trashes the natural setting adjacent to the road itself. Basically, the rule of thumb should be the road should lay in nature itself and an abrupt change from road to natural scenery accomplishes this goal. The roadside needs to be regarded as a landscape maintenance project as well as road maintenance.
- No Just keep the road maintained as normal. Udot does not need any more right of way!
- Need an EIS
- I would need to know more concerning exactly what "obtaining a right of way" entails.
- I don't understand what this means, on the ground, what obtaining right of way...well, means. Like they can put out cones and take over the road for a while? And direct one-way only alternating traffic flow? That's fine with me.
- I am unclear as to specifics here. I assume that improvements would be made so that maintenance crews could maintain the road more effectively. I agree with this UNLESS this means adding permanent structures, ie: guard rails, paved pullouts, etc.
- Doesn't UDOT have a Right of Way along all state roads including sr-12?

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Improve Signing and Striping



Comments on Improve Signing and Striping:

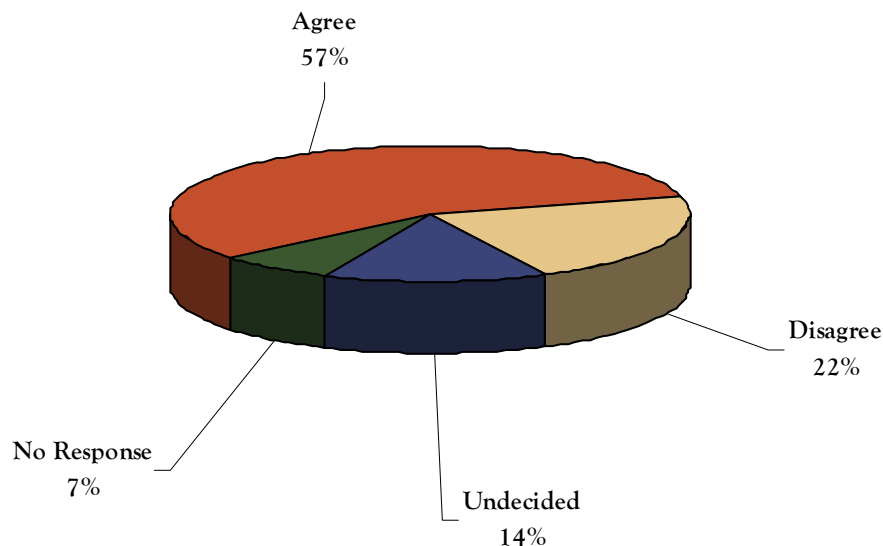
- With a particular emphasis on providing a safe shoulder for cyclists to ride on and alerting motorists to the presence of cyclists and respecting their right to use this road.
- this is too broad does one sign improve it?
- The character of Hwy 12 is partly due to the lack of excessive signage. I do not want to see the standard UDOT signage, green and white, as the signage. It should be more of the National Parks genre of design. The more rustic the more it will work to aesthetically blend into the landscape.
- The character of Hwy 12 is partly due to the lack of excessive signage. I do not want to see the standard UDOT signage, green and white, as the signage. It should be more of the National Parks genre of design. The more rustic the more it will work to aesthetically blend into the landscape.
- Specifically: BIKES ON ROADWAY, and WATCH FOR PEDESTRIANS at key points
- Signing should be kept to an absolute minimum along this stretch of highway to prevent blocking the view of the landscape
- Please leave this road as it is. People come from all over the world to ride and see it. If you must screw with it, improving striping and signing would probably be the least objectionable.
- Perhaps more specific or better-placed signs, but not *more* signs.
- Not too many or intrusive signs, please don't block the scenery.
- Need an EIS

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- In the interest of public safety, adequate signage and striping should happen. There are over 1.5 million acres of scenery similar to this in the region. Other similar areas are also combined with solitude should one decide to take advantage of them. To minimize the signage at the expense of highway safety seems absurd.
- improve, though minimize, signing
- If it help improve safety without changing the overall aesthetics of the natural surroundings. Maybe put a rumble strip in the middle of the road to help prevent crossover headons but DONT WIDEN or CHANGE THE ROAD
- I believe this is already done on a regular basis
- as long as it doesn't destroy the setting.
- A few more signs, further out from problem areas, could warn larger vehicles and vehicles with trailers of the technical aspects of the road. Similar to signage in California warning larger vehicles to avoid narrow, tight, windy roads.

Improve Intersection at Hole-in-the-Rock Road



Comments on Improve Intersection at Hole-in-the-Rock Road:

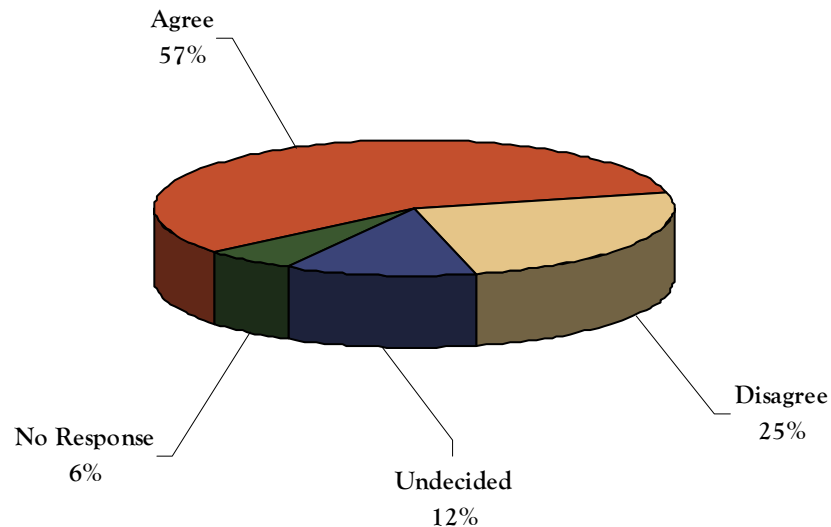
- Why? This seems to work well as it is. It is rustic and safe. To over work it will create only more less compatible intrusions into a natural landscape.
- What is wrong with the current intersection?
- This intersection is fine.
- Same with this one what is the plan/

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- Please leave this road as it is. People come from all over the world to ride and see it. If you must screw with it, improving striping and signing would probably be the least objectionable.
- Not that much traffic, not a big problem, don't change the character of this road by highlighting the entrance.
- Not quite sure about the imperative for this. Analyzing it would obviously be fine, but it doesn't seem to be one of the pressing improvements that needs to happen soon.
- Need an EIS
- Keep it as is, Maybe reduce the speed there even more.
- If this is a dangerous intersection, it should be improved.
- I STRONGLY disagree. I encourage UDOT to contact the local search and rescue team leader out of Escalante. Every season there are motorists and hikers who get in trouble down that road. We need more education in the visitor centers, NOT a more accessible road. The point: to AVOID people making an impulse decision to turn down Hole in the Rock road, knowing nothing about it. Improving the intersection would encourage just that.
- I can't possibly imagine what would need to be improved, there is clearly an intersection there.
- Hole in the rock road has already been comprimized, don't mess with it any more

Improve Intersection at Calf Creek Campground



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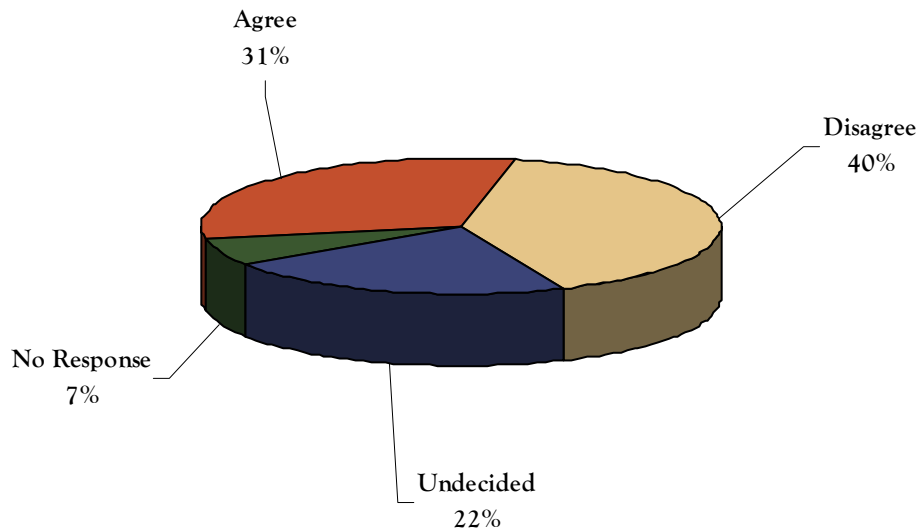
Comments on Improve Intersection at Calf Creek Campground:

- What is wrong with the intersection currently?
- What intersection? To the campground, the Calf Creek Bridge is simply that, a bridge where the highway goes over Calf Creek.
- What intersection? The parking areas are currently well-identified, and the road already goes where it needs to go.
- What Intersection? The entrance to the trailhead? If so, NO, leave it alone. Leave it gravel or dirt. Do not pave it!
- This is a dangerous part of the road because of limited space with cars pulling out onto the highway.
- The area is only a problem with drivers who are inattentive or poorly skilled
- Safety should be primary concern here
- Protect archaeological resources located nearby.
- Please leave this road as it is. People come from all over the world to ride and see it. If you must screw with it, improving striping and signing would probably be the least objectionable.
- Perhaps a turning lane to trailhead.
- Not needed in my opinion. Pedestrians can walk under the bridge on the trail. The trail system is well signed at that trailhead.
- Need to protect aquatic and stream-side habitat of Calf Creek. Further construction could have adverse impacts.
- Need an EIS
- Missed recent meetings - need to look at recommendations.
- Keep it as is, Maybe reduce the speed there even more.
- It is fine as it is.
- It breaks my heart to think that the bridge would be changed, but if it is a huge safety hazard I suppose it must be done. Just please make as few changes as necessary.
- If this is a dangerous intersection, it should be improved.
- I think you mean the turn-off to Calf Creek Rec Area? If so, then yeah, the turn is difficult for south-bound vehicles. If not, then I'm not sure what you mean.

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Replace Calf Creek Bridge and Realign Calf Creek



Comments on Replace Calf Creek Bridge and Realign Calf Creek:

- Yes, remove this "ugly concrete bridge" and replace it with something resembling the old "one way" bridge. I realize that a one way bridge is not actually safe or practical, yet a low bridge that allows floods to run over the top of it, give all visitors and us local alike the opportunity to not exclude ourselves from natural events such as a flash flood. I traveled this road for 30 years and rarely was I ever inconvenienced by a flash flood. The removal of the old bridge in 1994 was truly sad, and a loss of the heritage to our area. This is one more example of traveler isolation from a natural experience.
- What is wrong with the current bridge?]
- The current bridge is fine
- The bridge is only a problem with drivers who are inattentive or poorly skilled
- Replace the bridge only if it has deteriorated to the point of not being able to rehabilitate
- Repair the bridge as necessary but do not widen it. Reduce the speed in the area if necessary but keep it unchanged.
- Realignment should be to restore proper hydrologic function of the creek.
- Protect archaeological resources located nearby.
- Please leave this road as it is. People come from all over the world to ride and see it. If you must screw with it, improving striping and signing would probably be the least objectionable.
- Only with absolute minimal impact to Calf Creek itself.

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- only realign the creek if it is essential for safety or in order to repair damage during installation of the original road and bridge, otherwise alteration of the creek should be a last resort.
- No it is fine the way it is!
- It would ruin the beauty
- it should stay the same if you messed with it the beauty would be gone.
- If the bridge must be replaced, then use a native stone design similar to the Escalante River Bridge.
- If it will provide pedestrian access and walkways
- i don't know much about that
- I dont know if there is anything wrong with it or not.
- How will this effect Calf Creek? Leave the streambed alone. Let the BLM improve on the stream if needed. No need to get in there with a backhoe.
- Fisheries and Riparian issues need to be mitigated. Calf Creek Calf Creek contains brown trout, non-native cutthroat trout, speckled dace, and historically, it supported bluehead sucker. Construction activities that may result in any disturbance to the stream should be avoided during critical spawning months. Therefore, UDWR strongly recommends that construction activities occur outside this spawning period (April 1 - June 30).
- Don't change a thing !!
- Ditto.
- Any realignment of stream systems could negatively impact hydrologic function and disrupt aquatic ecology.
- Abhorrent, disgusting idea!!! Why? The bridge is fine, and Calf Creek does *not* need to be "realigned"!

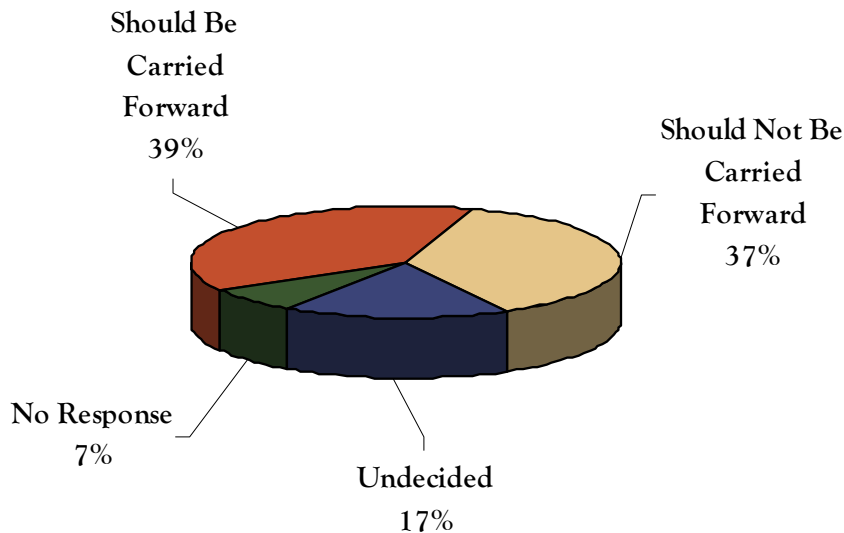
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Possible Solutions that Need Further Input
Should be Carried Forward
Should Not be Carried Forward
Undecided

Modify Speed Limit

(lower the speed limit in certain segments)



Comments on Modify Speed Limit:

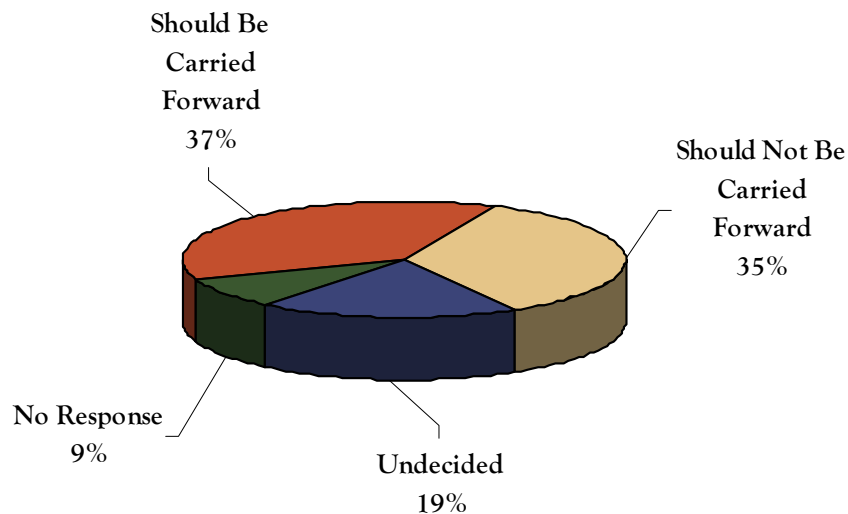
- yes, because some people don't know what kind of road they are driving on.
- Why would you want to do that, there are many more users to this road than just tourists, one group should not be catered to more than another.
- Which segments?
- To the extent needed for safety.
- This would help out on accident rates this would lower the speed and hope people abide by it but it needs to be done.
- The speed limits are fine. If the driver is not comfortable, he shouldn't be going mach 10.
- The speed limit is suitable now for most areas. If you lower it too much or seemingly arbitrarily people start disregarding all speed signs. Some need to be heeded!
- the Speed limit is slow enough already.. The Slower speed just effects those of us who drive it every day.. Visitor drive it slow enough already
- The speed limit is already adequately slow, no reason to make it slower. Many studies suggest that when speed limits are too slow, drivers become complacent and pay less attention and accidents actually increase. *British Safety Institue study finding - 2002.

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- The slower you go thru there the more you get to see. Its beautiful and should be prostedted with lower speed limits but you have to enforce them if you do! That alone will reduce the uber of accidents.
- Please leave this road as it is. People come from all over the world to ride and see it. If you must screw with it, improving striping and signing would probably be the least objectionable.
- Need an EIS
- I have not noticed problems.
- I can understand the locals wanting to get thru as fast as possible, but a good constant speed limit would help sightseers enjoy the scenery more.
- Generally, posted speeds seem fine and very safe. However, people do speed through towns and that is a problem
- enforcement is key. A flat road with sweeping curves says "drive fast".
- Don't mess with a good thing.
- animal control would be more prudent. Consider a much lower night time speed.

Increase Parking and Speed Enforcement



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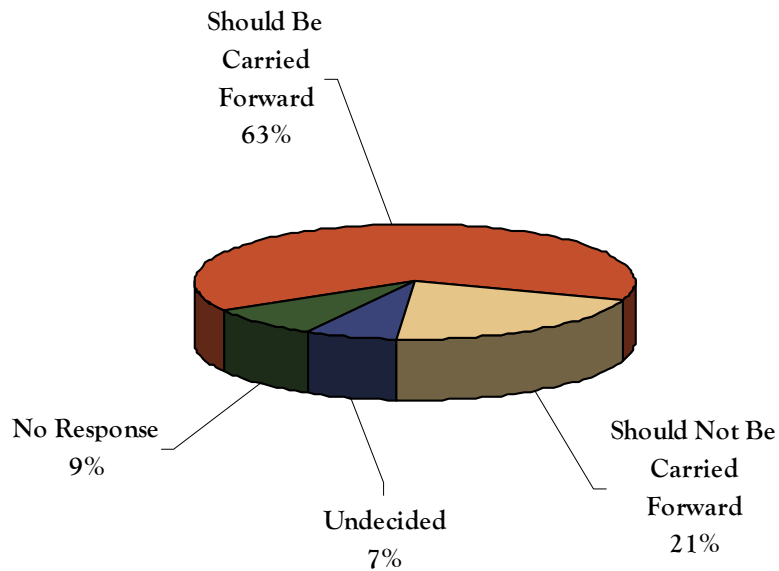
Comments on Increase Parking and Speed Enforcement:

- Yes to speed enforcements...NO to more parking!
- Who's budget is additional patrol and enforcement coming out of? That should be a consideration.
- Two different questions! Yes to parking, no to speed. More problems with parking.
- This area of the country is wild. The reason I am drawn to live here is because there is a lack of enforcement in general. One can "live and let live." Tourists either are educated and don't bother anyone, or they aren't and they get themselves into trouble: either with the law or with nature. So be it. No need for more police/law enforcement in the area, particularly for silly things like speed and parking. We don't live in a city for a reason.
- There is not enough traffic to justify increased enforcement.
- There are plenty of look-outs and pull-offs, who would be your enforcement, our county sheriff dept is already over
- Please leave this road as it is. People come from all over the world to ride and see it. If you must screw with it, improving striping and signing would probably be the least objectionable.
- Parking will always be an issue. Simply ticketing motorists will just create frustrations and anger. No one on vacation wants that.
- Parking where?
- No need.
- Need more info on where parking would be offered.
- Need an EIS
- Increase speed enforcement only
- Increase parking with shoulders.
- Increase parking where needed. Speed enforcement seems adequate.
- If you are going to address/change speed limits, you have to follow up with enforcement
- I have visited SR12 several times with youth groups, on my motorcycle, and with family. I have not noticed any speeding problems. I have however wished a few times that the large truck or RV in front of me would use the pull-outs.
- Ditto

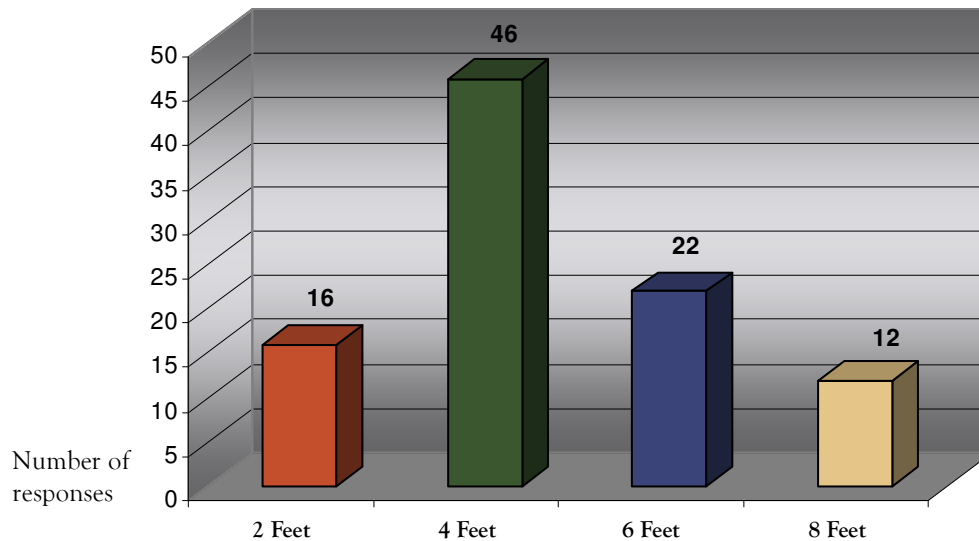
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Widen Shoulders



If you would like the *Widen Shoulders* solution to be carried forward, which would you prefer?



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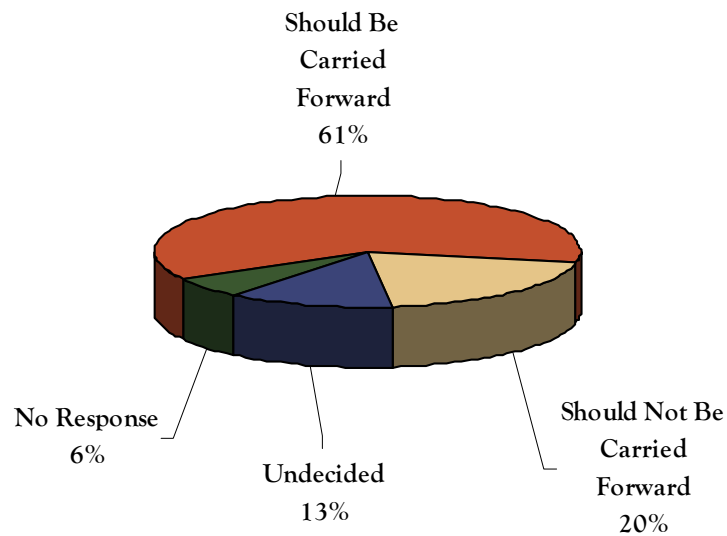
Comments on Widen Shoulders:

- Yes, if it can provide bicycle paths.
- Would be destructive to visual qualities.
- Where possible so slower traffic can pull over or they can also be used as scenery pull outs.
- This would negatively alter the character and feel of the road.
- This should differentiate between paved and non-paved shoulders. In some instances, widening shoulders would be easy and makes sense, in others, it would be almost impossible (i.e. Hogback) and shouldn't be encouraged.
- Shoulders should be widened only along the straight stretches
- Public safety should determine this.
- Possibly. Widening the road, however, does not "maintain the character" of the road.
- Please leave this road as it is. People come from all over the world to ride and see it. If you must screw with it, improving striping and signing would probably be the least objectionable.
- Only to accommodate a "bike lane" or to allow bikes a portion of a wider shoulder.
- Only if necessary to safely accommodate bicycles.
- Need an EIS
- Limit shoulder widening to areas where specifically needed and limit width so as not to alter character of paved roadway
- In some areas
- DO NOT WIDEN! PERIOD!
- concerned with widening the road
- Absolutely not.
- Absolutely not, as doing so requires major reconstruction on beautiful and sensitive areas. Definitely not on the Hogback.

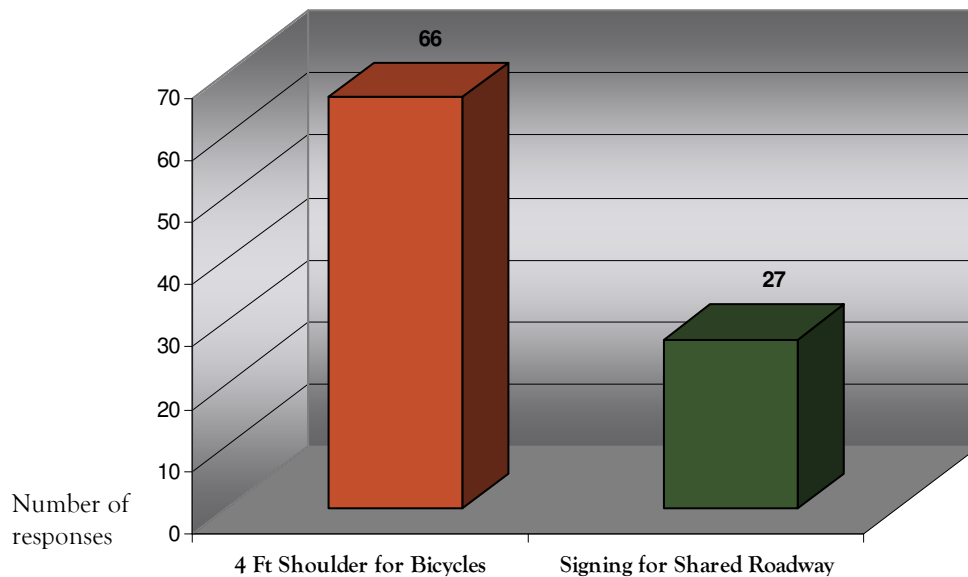
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Accommodate Bicycles



If you would like the *Accommodate Bicycles* solution to be carried forward, which would you prefer?



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Comments on Accommodate Bicycles:

- Yes, This should be a high priority.
- Where you can
- Very important as bicycling is increasing.
- This would be good where it is feasible.
- This should be done with signage to make drivers more aware of the the Josie Law and "Share the Road" campaigns which would have state-wide benefits.
- The road is dangerous enough when you have never driven it before. I don't think it would be safe to accomidate bicycles, because there is always going to be that jerk that doesn't stay on the bicycle path. I've seen this cause major accidents.
- Some parts of the highway may readily accommodate a bike area, but don't destroy rock and vegetation just to provide a bike path.
- Providing access and improving safety for drivers and cyclists while encouraging recreation and reducing pollution along this scenic corridor should be a high priority for this project. Simply signing as a shared roadway doesn't seem to address safety issues as well as a wider shoulder or a separate path, but it seems worth the effort to explore several options.
- Please leave this road as it is. People come from all over the world to ride and see it. If you must screw with it, improving striping and signing would probably be the least objectionable.
- No way.
- Need an EIS
- most definatley, alternative ways of traveling and enjoying this road should be encouraged. This would also be a popular tourist draw. This could be a modle project in Utah for bike /car road sharing
- Maybe shoulders can be widened where the speed limit is 55+ mph, and rely on pullout, etc where speed is 35 mph. Need both the shoulder and the signs.
- Make the "old" road from Escalante to Bowington lookout a bike path.
- Increase shoulder width only where necessary for safety, otherwise signing for shared roadway.
- I'm not a bicyle rider, but I can see why they would want to have access to this scenic area.
- concerned that this would require widening road and impacting the character. Consider signing to warn bicyclists (at junction in Torrey and again in Boulder, AND in Escalante -- that considerable segments ahead have no shoulders and poor visibility and that bicycling iis a matter of some risk. Inform motorists of their obligation to give pedestrians and bicyclists ample room, and to pass only where legal and safe.
- Bikes what a mess they should have to drive the road with a front car and a rear car and not be allowed to spread the whole 28 miles. They are much more dangerous than a cattle drive and they have to have a flagger !!!!! They should also be License like all other vehicals on the road. Right now as it is they are a big problem with a bigger one just waiting to happen....

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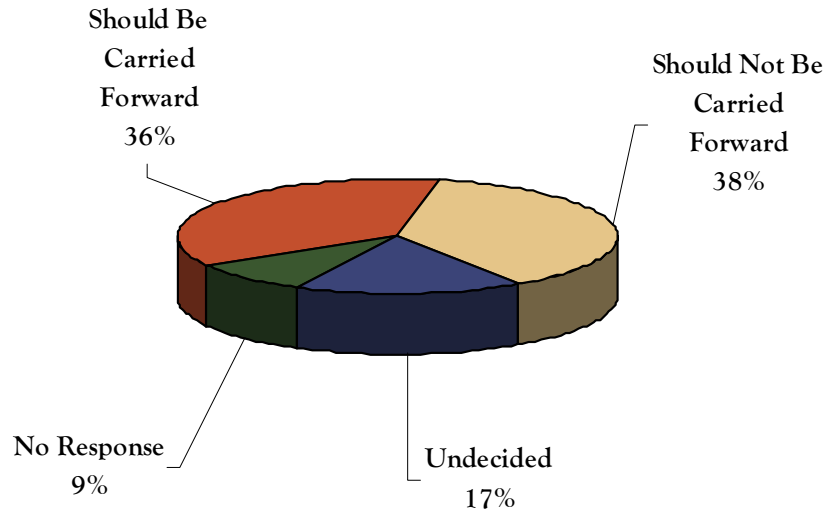
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- Bicycles take their chances on any highway! That's an accepted risk. Do not add bike paths
- Bicycles = shoulders = wider road. See above.
- Absolutely not, bicycles would become a definite traffic hazard.
- Absolutely Not!!! Those bikes are the biggest hazard on the road! It would take widening the entire road, and I think that would be an utter waste, I would hate to see a monstrosity such as the one through Red Canyon anywhere else!
- A separate bike path should be created off the road.

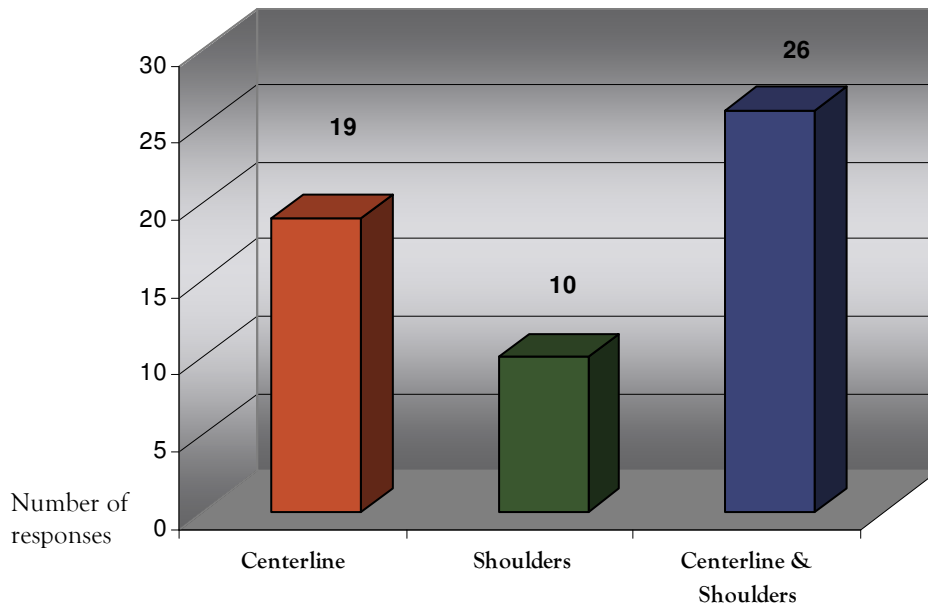
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Add Rumble Strips



If you would like the *Add Rumble Strips* solution to be carried forward, which would you prefer?



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Comments on Add Rumble Strips:

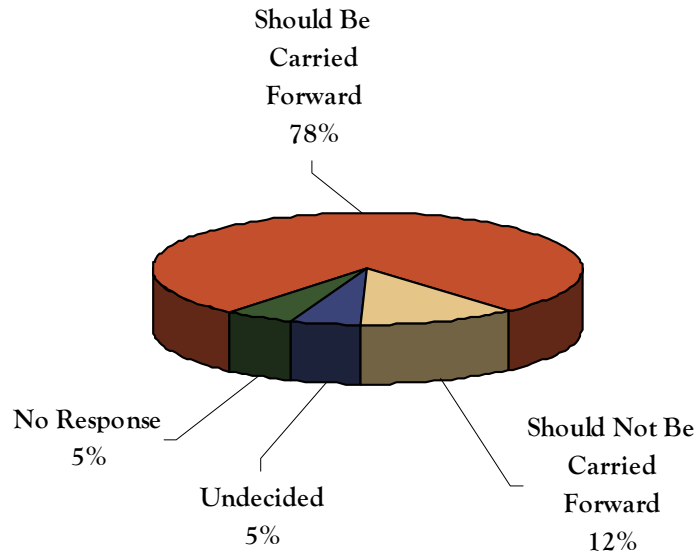
- Yes but do not widen the road to do this.
- would these go into existing pavement, or necessitate a wider shoulder?
- What is a rumble strip
- These are irritating, sometimes surprising, and can be dangerous for these reasons. Forget it.
- The rumble strips are a pain for cyclist. As debris collects on the shoulder, a cyclist prefers to ride left of the rumble strip.
- Rumble strips are often a hazard to cyclists, sometimes forcing them to move out into the lane of traffic when the shoulders have obstructions or debris in them.
- Rumble strips are VERY BAD for cyclists. Please don't do it!
- Public safety should determine this. Do a lot of people run off the road due to a lack of rumble strips? If so, they should be added.
- Please leave this road as it is. People come from all over the world to ride and see it. If you must screw with it, improving striping and signing would probably be the least objectionable.
- Not compatible with bicycles!
- Not a bad idea. It's a passive gesture for safety, one that isn't too blatant. I agree with this approach.
- No.
- NO! Please no!
- Need an EIS
- I think these would alter the character of traveling this highway. Both from a driving experience, and from the perspective of how those things sound to non-motorists who are hiking or sight-seeing near the highway. They seem to be most appropriate for higher speed, higher volume highways than this one.
- I believe this is an effective technique to get the attention of a driver who is not watching the road.
- Extremely supportive of this option! This is a very effective way to encourage drivers to stay in their lane and not cross into oncoming traffic. This should be implemented state-wide on all Utah canyon roads, not just Highway 12.
- Especially if accommodating bikes
- Adding a rumble strip may endanger bicyclists because cars would be less likely to swerve around bicyclists.
- absolutely not. This are very dangerous for bikes and can be for cars as well. there are other, better , methods to alert drivers. Raised center-line strips are one idea that works but does not impact safety.

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Provide Passing Opportunities by Adding Pullouts

(bulbs that would allow slow moving vehicles to pull aside)



Comments on Provide Passing Opportunities by Adding Pullouts:

- yes, but only in areas where extensive blasting/cutting would not be needed; post signs requiring slow vehicles and cyclists to use pull outs to let others past
- Will these just result in sight-seeing pullouts, leaving no room for other, usually large RV-type vehicles?
- Vehicles that should use pullouts rarely do. This would only be effective it was required by law to use pullouts, as in Oregon.
- THis would be a gtood idea but not to many cause then you have slow people on the road who go so just to get to the other one but a few would help
- This should be studied very carefully to find location that fit with the terrain and don't require cutting or altering the natural landscape
- This is greatly needed!
- These pullouts work for cyclists to "duck" out of traffic.
- Strongly Disagree. I have never seen anyone speed on the road between Escalante and Boulder. People dawdle, ramble. The only person who drives with intent, even, is the UPS driver - and that's because he drives the road every day. He knows it like the back of his hand. He has never passed me, never sped that I've seen. Again, widening and adding pullouts causes distraction from the scenery as well as changing the character of the road. I think having pullouts can lead to more accidents, re: vehicles pull over or pull back into traffic without using signals.
- Several already exist,an additional one or two could be helpful.

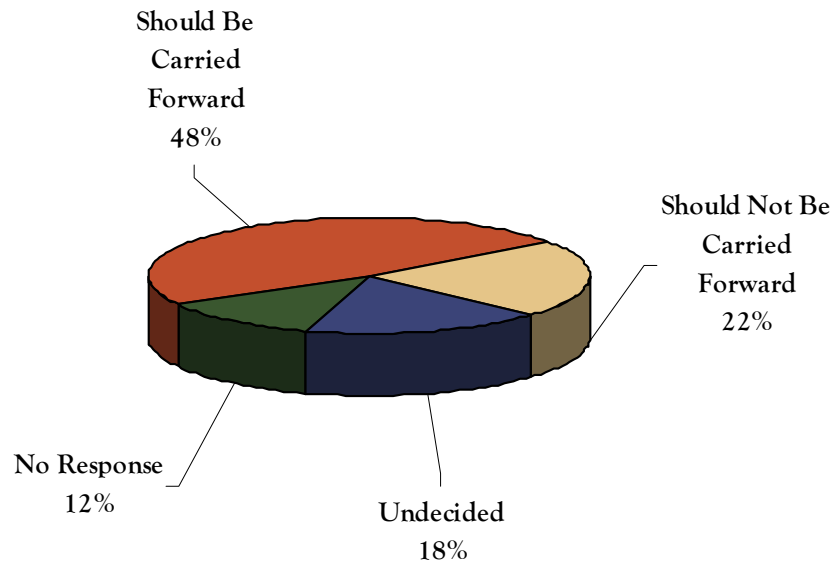
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- Please leave this road as it is. People come from all over the world to ride and see it. If you must screw with it, improving striping and signing would probably be the least objectionable.
- Not lanes, just pullouts for slow traffic.
- No. There are sufficient ones already. You don't have to go too far before there is a passing or pull-out opportunity.
- No just set a reasonable speed limit.
- Need an EIS
- Lowers frustration and increases safety while minimizing impacts to the character of the road.
- If this was limited to only two or so areas. One problem with this "solution" is that many drivers do not avail themselves of the pullouts.
- If it is cost effective.
- If accomplished with aesthetics as a priority.
- I think a few more pull-outs would be a good improvement.
- Good idea for some limited locations.

Improve Speed Transitions

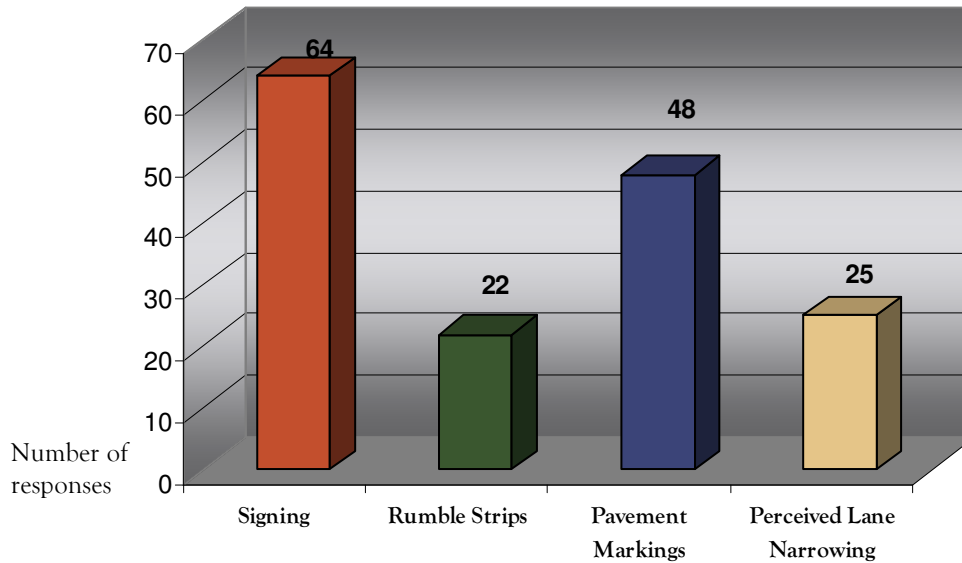
(between high speed and low speed areas)



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If you would like the *Improve Speed Transitions* solution to be carried forward, please indicate your preferred method(s).



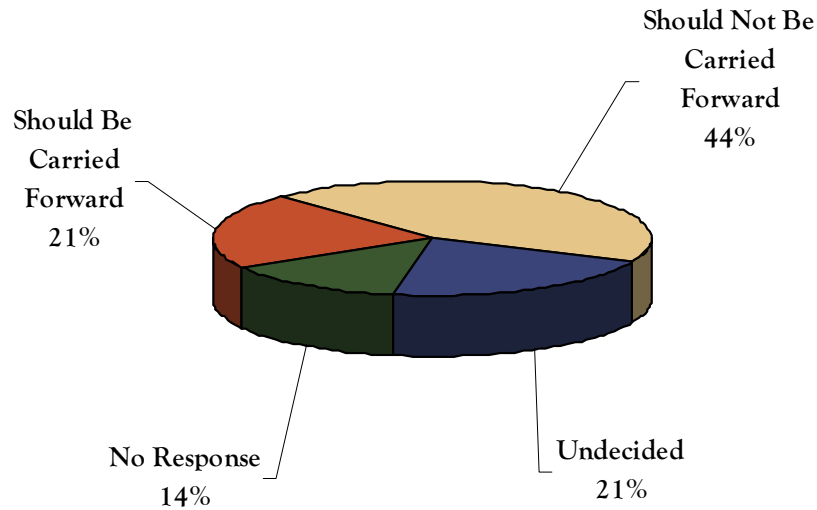
Comments on Improve Speed Transitions:

- Yes, or more constant speed limits.
- with better signs
- Something like UDOT has done on the Blues would be effective.
- Primarily to be handled with signage and speed limit adjustments.
- Please leave this road as it is. People come from all over the world to ride and see it. If you must screw with it, improving striping and signing would probably be the least objectionable.
- People don't abide by these anyway. Why force them to break the law?
- No.
- No the road seems to work just fine
- need more information
- Need an EIS
- Just sign
- Is there a "high speed" area on this road???

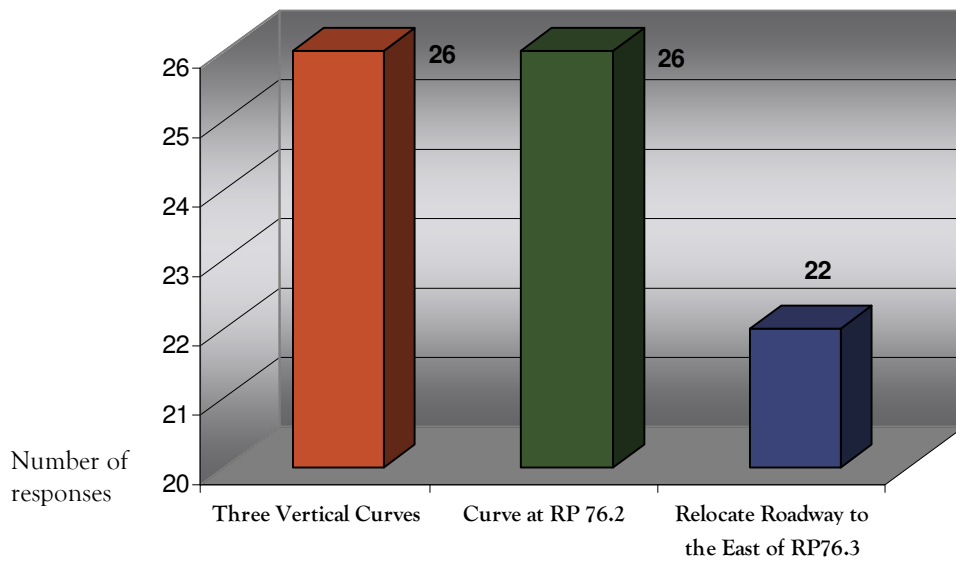
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Flatten Curves



If you would like the *Flatten Curves* solution to be carried forward, please mark all locations you would like to see improvements take place.



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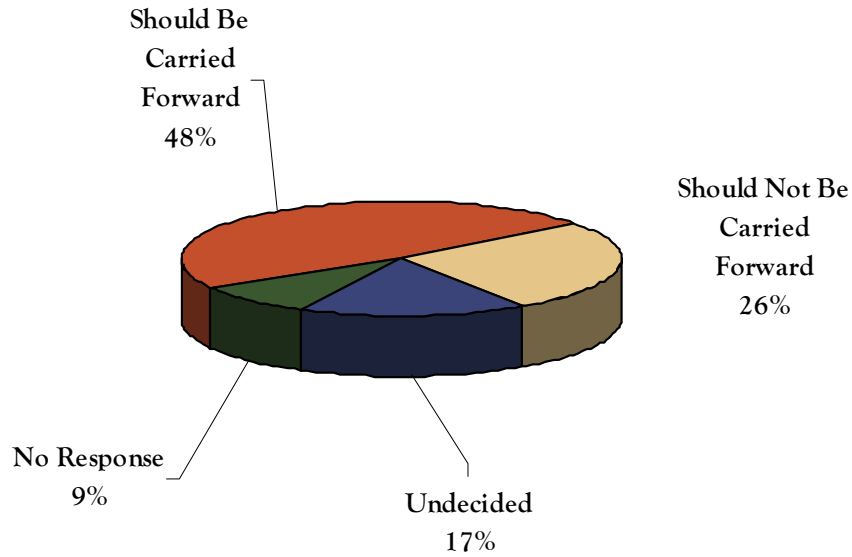
Comments on Flatten Curves:

- yes flatten curvers cause i am scared of that road i close my eyes and sometimes i want to walk accros it it scares me cause the turns are like scary!
- What's a curver?
- This road is a state treasure, the more you change the more you take away from that treasure.
- The road is so beautiful because of the curves. The road conforms to the landscape rather than straightening the road to plow through the landscape. The enhance one another.
- The curves are vital to the character of the road. They also make the road seem a bit scary, which prompts people to focus more attention on driving carefully.
- The beauty of SR12 is that it contours with the landscape. Keep it that way.
- Please!!! do not even consider this
- Please leave this road as it is. People come from all over the world to ride and see it. If you must screw with it, improving striping and signing would probably be the least objectionable.
- Not strong opposition. I think we drivers should slow down.
- NO!!!! If you flatten curves, you increase speed potential. Totally cross-purposes with trying to enhance safety. Bad, bad idea.
- NO NO NO.
- Need an EIS
- Modifying the speed limit could address this safety issue. Part of the beauty of the drive is the winding nature of it.
- Improve existing with as little undue disturbance as possible
- I think straightening the road would adversely affect the character of the scenic drive & cause considerable environmental impact
- I feel the curves are fine as they are.
- have people slow down
- Give me a break
- Don't mess with the character of the road.
- Don't have info on locations suggested.
- absoulty NOT!! Keep it just as it is.
- Absolutely not!

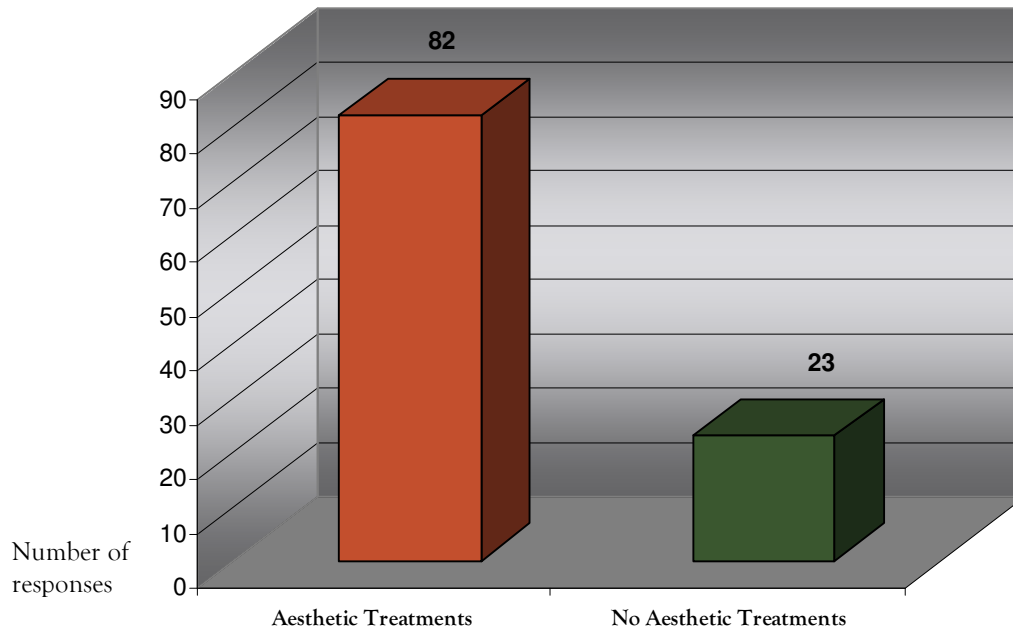
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Provide Barrier in Selected Locations



If you would like the *Provide Barrier* solution to be carried forward, please indicate whether aesthetic treatments should be incorporated into the barrier.



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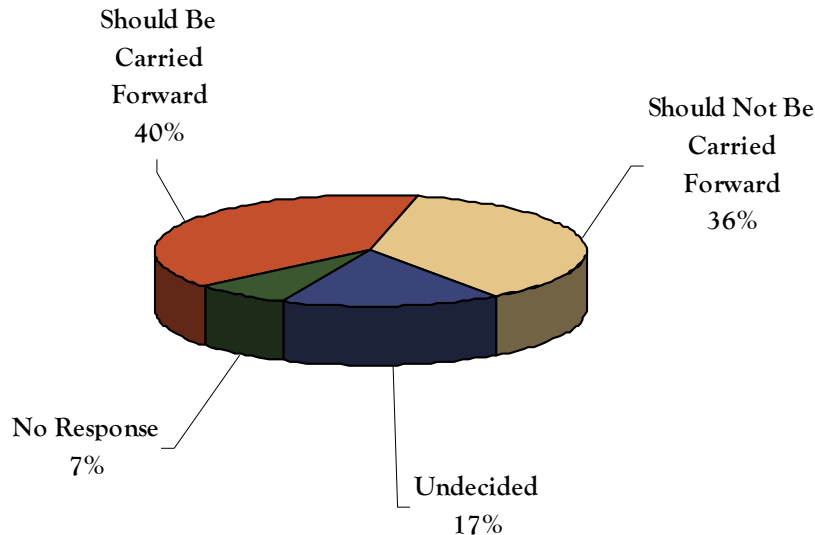
Comments on Provide Barrier in Selected Locations:

- Yeah this would be nice cause i know that if you get going fast and make a turn and run off the road but if they have them they would help us from falling off the road
- Where? Can't answer.
- Where it is needed and does not affect the view
- this may be nice nearing the urbanized towns to slow traffic and provide extra saftey as well as enhance the design of the main streets
- See above.
- Remove God-awful concrete barriers along Hogback over Calf Creek. If you feel you absolutely have to have something, choose a barrier like the only over Hell's Backbone that you can somewhat see through.
- Please leave this road as it is. People come from all over the world to ride and see it. If you must screw with it, improving striping and signing would probably be the least objectionable.
- only if low and unobtrusive
- Only if aesthetic
- Not enough traffic to justify expense and damage to visual quality issues.
- NO.
- No you alreay have the signage to indicate this danger. Barriers will distroy the view.
- Need better design ie stone appearance.
- Need an EIS
- Minimize visual intrusion.
- Make aesthetic improvements to exiting and new barriers to make them look like sandstone and blend in with the landscape.
- If they would be effective.
- Ditto
- Current barriers above Calf Creek Campground are all that are needed.
- Aesthetic barriers at 3 or 4 places overlooking Calf Creek.
- Actually, I'd suggest that we replace the existing barriers. And in several instances, making improvements to the travel surface and width would replace the need for barriers. I am not suggesting any additional barriers beyond those in place.

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Improve Sight Distance



Comments on Improve Sight Distance:

- The cost to do this out weighs the added safety it might accomplish.
- That means you have to remove earth....HELL NO!
- See above.
- probably not, unless this can be done with minimal impact to the roadside and the overall character. The issue here is people wanting to race through a road designed for slower traffic.
- Please leave this road as it is. People come from all over the world to ride and see it. If you must screw with it, improving striping and signing would probably be the least objectionable.
- Oh yes this needs to be done if you took the roads and made them more stright it would save time and accident rates would go down and it would make for a so much better trip
- Not strong opposition. I think we drivers should slow down.
- Not at the cost of removing landscaping/vegetation
- No! These "dangerous" obstacles actually help control speed in their own right. People are much more prone to drive safely in an area they perceive as being above-average hazardous. Don't help the speeders. You'll only increase potential for accidents and increase the need for more warning signs. Don't fight against your own aims.
- NO NO NO NO!
- no altering of the cooridor, modify saftey with speed reductions or other methods
- need more information

SR-12 Environmental Study

ESCALANTE TO BOULDER

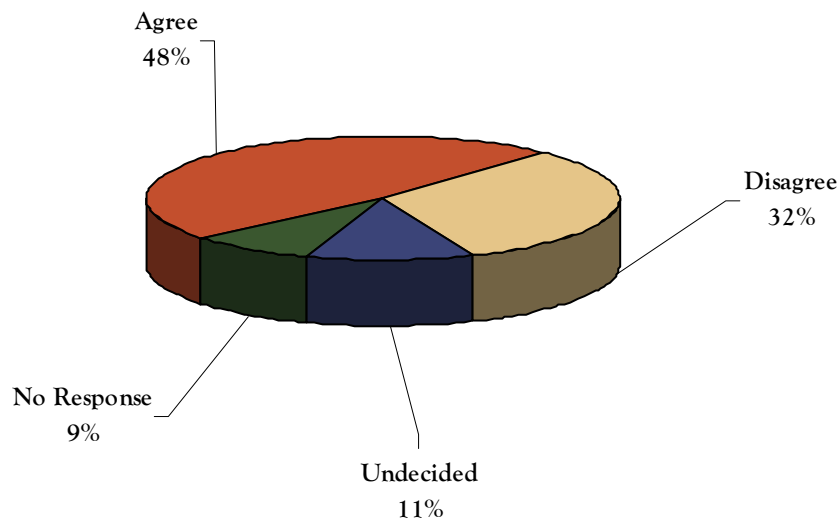
- Need an EIS
- Main canyon turn
- It sounds like you all want to put in a completely different road, we need to remember that the road the way it is is what gave it its scenic character!
- Improve existing with as little undue disturbance as possible
- Ditto
- Absolutely not! This would destroy the character of the road and the area!

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Possible Solutions *Not* to be Carried Forward
I Agree (Should Not be Carried Forward)
I Disagree (Should be Carried Forward)
Undecided

Restrict Bicycles on SR-12



Comments on Restrict Bicycles on SR-12:

- Warn that bikes may be present. Bikers know they need to be the responsible ones to watch for and avoid the cars.
- This double negative is confusing. But I think I'm saying that Bicycles Should NOT be restricted.
- There should not be any bicyclists on this road. They would most likely get in the way. I just don't think it's a good idea. May for bikers, but not for the people driving cars.
- The most scenic Hwy in America should not restrict certain groups of legitimate users who are welcome almost everywhere else on the nation's roadways. Bicycle touring groups are a vital part of the local economy and are responsible users of the roads. Conflicts with automobile traffic generally only occur where the roadway has critical defects, such as no shoulders or dangerous curves or grades. A properly designed roadway can safely accommodate the full range of legitimate users of the roads.
- The instructions on how to respond to this are unclear. The solution of restricting bicycles should not be carried forward.
- The country is too beautiful and unique to restrict the bikes.
- restrict until safer conditions are in place
- Restrict Bicycles

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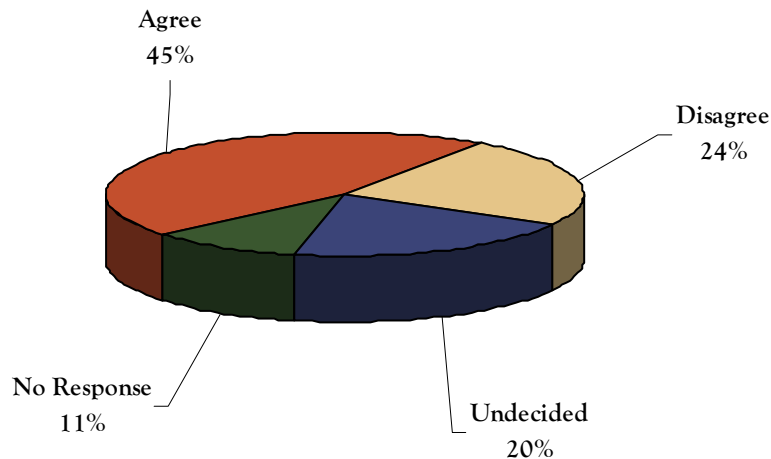
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- Provide more shoulder and share the road signs
- Please leave this road as it is. People come from all over the world to ride and see it. If you must screw with it, improving striping and signing would probably be the least objectionable.
- NO NO NO They are so important to the economic vitality of the area. We need economic growth. Think of how many people come back with there families in later years remembering Hwy 12!
- Need an EIS
- it's too hard to watch the road people off the side of the road and the bikes.
- it's to hard to look out for bicycles and other people and stay on the road.
- If proper shoulder improvements cannot be made to accomodate bicycles, then they should be restricted.
- I think this would be the best cost-effective idea to this problem, although I do not think the majority of the public will view this the way I do.
- I don't see where bicycles are a problem.
- I am a cyclist. However, this is a RURAL road, with rural character. Let's keep it that way. We don't need to accomodate bikes.
- Educate the cyclists at the visitor centers. Add a FEW signs on the road for motorists to be aware.
- Don't restrict cyclists. We drive cars too.
- can you restrict? I would think enforcement woould have to start at Torrey and the junction with SR 89 to be effective
- Bikes should have thier own separate path.
- Bicyclists are a HUGE problem on such a narrow road way. Hwy 12 is becoming more and more a destination for bike so maybe a solution is a "bike path" for all of Hwy. 12. A HUGE cost but probably a LOT safer. Signage is also a must.
- Bicycleists should just accept the risk. Dont make any changes.
- Always dangerous
- Allowed only certain times each day.

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Build a Bypass Around SR-12



Comments on Build Bypass Around SR-12:

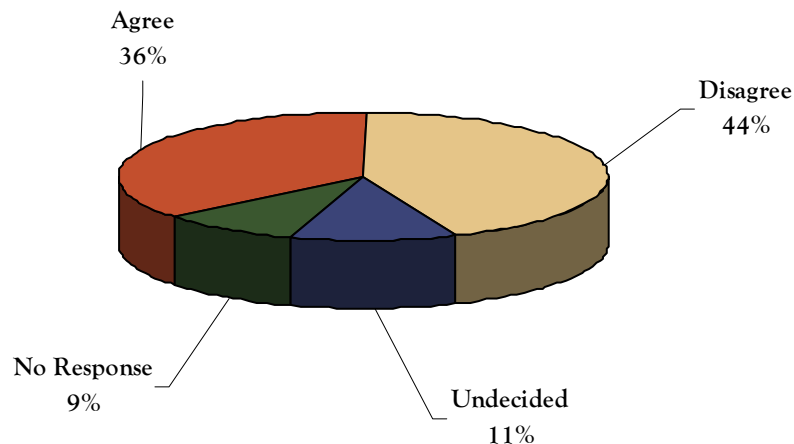
- What does this mean?
- Building a bypass should not be carried forward.
- The Bypass idea would not be acceptable. Keep the Old Boulder route as is.
- Silly
- seems like an expensive effort. I agree that this should not be carried forward
- Please leave this road as it is. People come from all over the world to ride and see it. If you must screw with it, improving striping and signing would probably be the least objectionable.
- No way. Another road is not needed. Roads bring trash in all its forms: literal garbage on the side of the road, trash in the form of gas stations, and dead wildlife. The rural nature of the area is why the locals live here and why tourists come to see. I DO NOT WANT THIS AREA TO BECOME ANOTHER MOAB.
- NO NO NO. Worst idea I have ever had. We need people to come through here We are already isolated enough. Don't make it worse
- NO changes
- No
- Need an EIS
- It exists: it's called HWY 89. Please.
- If this means an alternate route, then yes, if it means changing SR12 then no.

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- If the cost of sufficiently improving SR-12 is similar to the cost of a new bypass, then a bypass should be constructed. This would allow for "window recreation" on SR-12 while providing a reasonable throughfare for local residents and those wishing to arrive at their destination in a reasonably timely manner.
- If it is an option. Bikes and car do not run together without accident.
- Do NOT Build bypass
- Around the whole thing? Wowzers.
- absolutely not!
- Absolutely not! Far to expensive of an alternative.
- A wonderful solution, please do this instead.

Accommodate Bicycles by adding a Separate Bicycle Path



Comments on Accommodate Bicycles by Adding a Separate Bicycle Path:

- Where possible that would be nice, but cost and ROW could be a problem
- Where possible
- What a waste of money that would be!
- Way too expensive I'd think.
- Too intrusive for the topography. Bikes will need to share space.
- Too expensive for how little it would be utilized.
- This would be an absolute winner for tourist attraction and activity for visitors. In the long run it would be the best money spent.
- This is not a resort. Red canyon already has that.

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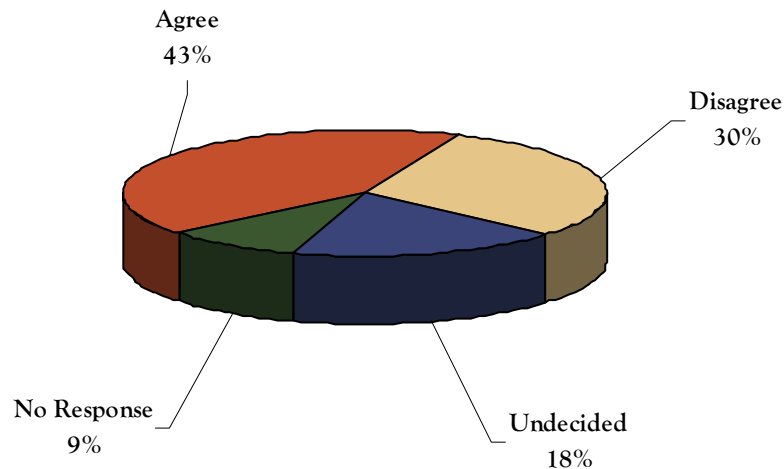
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- This would be very expensive. Is the money there? Secondly, it would have some adverse impact on the environment-how much, I do not know; but certainly more than widening the shoulders to accommodate bikes. It would be safer and obviously better for the bikers.
- this is a very viable option for reducing conflicts and increasing safety while also improving recreational opportunities
- this could work through towns but may not work though the whole corridor, this idea could be incorporated into the big picture of how to accommodate bikes
- Please carry this one forward.
- possibly in certain areas?
- Please leave this road as it is. People come from all over the world to ride and see it. If you must screw with it, improving striping and signing would probably be the least objectionable.
- Perhaps in a few sections a parallel bike path could be incorporated into the plan for safety or aesthetic reasons but bicycles are legitimate users of the road and should not be denied access. In addition, bike paths are often not on the state right of way and often on BLM or Forest Service land which means that touring groups such as clubs, commercial tours or special events can only use these paths under special permit from the appropriate entity. This can significantly affect the public if they are not allowed to use the path because of a lack of a permit. The Red Canyon Bike path is a perfect example. Almost any organized event or outing requires a permit on this path and the agency involved is often unfamiliar or uncomfortable with the process to issue a permit. This either creates an undue burden on the activity to obtain the permit or causes those involved to ignore the permit process and go without. These are the only alternatives as there is no alternate route available. This observation is offered from personal and ongoing experience on this matter.
- Only where feasible
- only if a shoulder is created. If no shoulder, then create a separate bike path.
- not needed. The places where the road is the narrowest, is Where the speed is slow
- No.
- NO changes
- Nice alternative to shoulders
- Need an EIS
- In certain segments, this could work nicely.
- I fully agree with having a bike lane but only separate if it can be done without extensive environmental disruption to the corridor.
- Fuel and other transportation taxes pay for the current SR-12 maintenance (and possible expansion). It seems only fair that costs for additional construction be offset by recreational bicycle use, if the plan to allow bicycles is implemented.
- Do NOT build Bike path
- A separate bicycle path would be great but it has a down side as well - lots more surface disturbance to accommodate it.

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Improve Animal Control with Wildlife Fencing or Crossings



Comments on Improve Animal Control with Wildlife Fencing or Crossings:

- Will deer follow the crossing signs?
- Wildlife on or near the roads is part of being in the GSCENM
- This is the one improvement i would welcome,the amount of animals i have seen wandering at dusk on SR12 is astounding
- Please carry this one forward.
- Reduce and enforce speed limit!
- Please leave this road as it is. People come from all over the world to ride and see it. If you must screw with it, improving striping and signing would probably be the least objectionable.
- No livestock trailing on SR-12
- No changes
- Need an EIS
- I've never seen a stretch of that section of highway that has a big problem with animal crossing.
- I've never been convinced this works. I'd prefer leaving the area fenceless as much as possible to preserve the wild look of the area.
- Is this a large problem? Most of the hazardous animals (deer, elk, livestock) are at higher elevations during the peak visitor months. Fencing would only inhibit natural migration, distribution and foraging for these animals during the season when they are most likely present.
- I think a fence along the entire highway is absolutely ridiculous.
- I only disagree because I don't know whether those devices are effective.

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- I never see any animals now. Don't waste money
- Fencing impedes age-old travel routes. I think they cause more harm than good. Animals get caught up in them.
- Fences are ugly! Wildlife is part of nature which people have come to see. Cows and their grazing allotments should not be near the roads and should be removed. Hitting a cow versus a deer with a vehicle are two entirely different levels of impact. Rarely does a deer kill someone. A cow is a different story.
- Fences are ugly! Wildlife is part of nature which people have come to see. Cows and their grazing allotments should not be near the roads and should be removed. Hitting a cow versus a deer with a vehicle are two entirely different levels of impact. Rarely does a deer kill someone. A cow is a different story.
- Don't have data. Fencing could be unsightly and conflict with natural character of highway.
- Do NOT add fencing
- Cows on the road are always a bad idea. The 2-ton mobile obstacles in the road are almost as dangerous to drivers as their manure is to motorcycles and light cars. This is a state-wide problem. Not just around the Highway 12 area.

Do you have any additional comments or questions?

- Wider roads are critical for safety.
- Widen shoulders between 2 and 4 feet. Accommodate bicycles with 4-foot shoulders and/or signing for shared roadway.
- While I agree that safety is a primary concern, I hope that the changes will be held to the absolute minimum. Please leave SR12 unchanged as much as you can. Thank you.
- We have concerns for those that will be coming off 12 at the 55 mi marker as the turn is on a corner, more than a 45 degree angle and drops down. Also there is no signage that would even suggest that this is the road to Widsoe, Baukar Reservoir & Lakes etc. A sign would help those traveling east prepare (but is only a stop gap measure) and would help our guests coming to the inn.
- Utah highway 12 should not be changed. It is one of the great backroads of America, and anything done to it will ruin its character.
- Trying to accommodate today's large, fast vehicles on this type of remote and scenic roadway meets with disastrous results, i.e. increase in fatalities and unstable road bed. Witness Beartooth Highway in Montana between Red Lodge and Cooke City (NE entrance to Yellowstone Park).
- This road can be made a lot safer with widen shoulders and turns with out a lot of impact on the beauty of the drive
- This plan was over-whelmingly opposed by the vast majority of citizens in Escalante and was rammed down their throats by the tourism and commercial interests along the highway. This area is already perfect~why can't you just go home and leave it alone?

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- this is a beautiful road as is, leave it alone. what a shame you are using taxpayer money to propose changes to this road when so many other roads in this state are junk and really need improvement.
- There are enough freeways in America where those that wish may drive @ 75mph. Every cool old road should not be "improved". Those locals that sometimes think it would benefit them to improve "their road" may find that if they change what makes HWY 12 special they will actually drive tourism away. Or at least attract the kind of tourism that has many more negative ramifications than they are currently seeing.
- The turn off for the Petrified Forest State Park needs serious improvements: 1) reduced speed (possibly 40 MPH) from west of the turnoff to Escalante 2) possibly a turning lane, at least for eastbound traffic 3) better signage Many RV's and campers have to search for the turnoff, slowing down or stopping, creating an accident prone area. Higher speed traffic (especially from the west) doesn't see slow or turning vehicles early enough due to the curve. This area on both sides of the turn off is also high on deer crossing, making reduced speed even more advisable.
- The Hwy works well as it is and could use a fair amount of aesthetic cleaning, of concrete barriers, ugly signs, on so on. Too much expansion and "supposed improvements" may cause the opposite result.
- The Highway between Escalante and Boulder is so beautiful you should maintain it's current state with only minor improvements, but the bicycle issue does need to be addressed along with better educational information.
- That road can be hairy, downright frightful, in either a good snow or even a rain storm. At the same time, not every place on earth needs to be accessible by a 4 lane highway built for RVs. The character and scenic nature of this place, especially the descent from Boulder to Escalante, is incredible -- and a lot of that is related to the semi-primitive nature of the road and the experience of driving it. I recognize the potential safety issues. But, as with Highway 6 over Soldier Summit, or the road from Monticello to Cortes -- the problem is not so much an unsafe road, but unsafe drivers.
- Thanks for your efforts. This is one of my favorite sections of highway in the USA. It is so beautiful that I have to work to be careful and pay the right amount of attention to driving vs. looking at scenery. Wide shoulders and easy pullouts would encourage stopping and parking to enjoy scenery. You almost need a large warning sign when departing Escalante or Boulder stating that you are about to drive one of the most stunning highways in the country and to be careful.
- Thanks for letting the public have input into the decision making process.
- SR-12 is a scenic treasure. The Chicago Tribune named it the most scenic highway in all of the United States. I would really prefer to leave it as it is ~ but any improvements MUST not impair the scenery. I know visitors to Utah want to keep the highway the scenic driving adventure that it is. Please do nothing to impair its scenic value (and the curves etc. are part of the adventure).
- SR 12 is a scenic road, not a commuter route. It needs to be preserved as such. Adding a bike lane would greatly improve safety, but flattening the road and straightening curves would not. Keep it a "snake trail" and we all will be better off.

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- Spend improvement funds elsewhere and preserve this wonderfully scenic highway section for all to enjoy in its current state.
- Since a majority of the traffic along SR-12 is the result of visitors coming to see all of the Federal National Parks and Monuments, I think the construction and maintenance of this road should be the sole responsibility of the Federal Government (GSESN Monument), and a new less-scenic route should be constructed for use by the local residents (the new SR-12).
- Simple and non invasive changes should be made ONLY with Great care and planning as to not change or impact the natural beauty that is already there.
- Really consider safety and bicycles. This is a natural resource.
- Possible bike routes (trail) off of the main corridor (portion of milk route)
- Please remember that this road the way it is, is what made it so great. I hate to see this area transformed into something that it simply is not! These are rural areas, with small towns and limited resources. I also hope that you take a good look at actual visitation and not over do things.
- Please protect the scenic beauty of highway 12 and keep the old CCC rock work intact.
- Please leave this road as it is. People come from all over the world to ride and see it. If you must screw with it, improving striping and signing would probably be the least objectionable. You know that was going in, right?
- Please keep me posted on additions to this project.
- Please do as little as possible. Part of the experience of the landscape is driving on the road as it is. Where there is room, passing "bubbles" could be added.
- My greatest concern is that many more pullouts should be constructed. There are far too many slow moving vehicles which make passing in unsafe areas too tempting for travelers.
- Maintain the scenic character of HWY 12, where possible.
- Mainly the right of way and wider roads.
- Leave it be as much as possible. Improvements bring more traffic, and rarely improve the driving experience.
- keep the feel of highway 12. It is why most people I know travel this route. Boulder Utah should remain the same. Please do not improve the intersection at Burr Trail if possible. Thanks
- It is imperative that this roadway be brought up to current safe standards for cyclists. Utah in particular and our State and National Parks in general are way behind the curve in providing for this important user group. Cycling offers one of the most enjoyable ways to experience our public lands with the least amount of impact, yet cyclists are often at a disadvantage on our public lands. 2 cyclists on bikes will pay as much or more than a 10 ton 60 ft motorhome to enter many of our parks. Usually there are poor and narrow roads with no shoulders for cyclists to ride on even though we are paying full fare. State Route 12 is a very popular cycling route, please take the initiative to provide for this legitimate group of users of our roads.
- Improvements should be limited to low impact. Greatly changing the nature of SR12 will detract from what makes it so special.

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- Please leave this road as intact as possible. The more it is widened, flattened, expanded, the more it looks like every other road in the country. If it seems unsafe in spots, I claim that acts as a self-motivating brake on speeders and inattentive drivers. Don't change that! Signs should be only those that are absolutely necessary~they block the view, they make you feel like your mother is yammering at you from the backseat, and they are generally ignored anyway.
- I'm wondering what "build bypass around SR-12" means.
- I'm not sure what you're fishing for, but I trust implicitly the judgment of our local crew. They are experienced at their jobs, on this road in particular, and are level-headed, rational men. Their opinions should be considered first of all.
- I would like to emphasize three things: 1. In general, a passive, not-in-your-face approach to any improvements is encouraged 2. Please do maintain the current integrity of the road. 3. This is one of the most rural areas in the lower 48. UDOT has a fair amount of power in keeping it that way or not. Roads bring people: build it and they will come. In general, the locals don't want it built - we don't want "them" to come!
- I used to live in Wyoming on a curvy and hilly, paved, farm to market forest service road. As more people built homes along the road the issue of 'safety concerns' on this road began being brought up by our county commissioners. Some people were especially concerned about winter driving conditions since the road was so curvy and it was often snowcovered. Occasionally people did go into the ditch in the winter but there had never been any serious injuries or fatalities since you had to go slowly BECAUSE of the curves. Eventually, against the wishes of the majority of the residents, the road was widened and straightened to improve sight distances etc, to make it 'more safe'. The speed limit was left at the previous limit of 35 mph, but since the road was so much easier to drive of course people started driving faster. Serious winter accidents increased and while there has not yet been a fatality (that I know of) I fear it is only a matter of time. I share this with you because along unusual roads, straighter and wider does not necessarily mean safer. I think this applies to highway 12.
- I traveled UT 12 the first time ever last year and like it the way it is... speed limits, rural nature, quality of road, safety. See no need for major change. Hope to return this year and subsequent years and don't want to see heavy enforcement, construction, modification. Would be a waste of money.
- I travel this road on a frequent and regular basis, and even during times of heaviest use, such as holiday weekends, I've never seen any significant problems with traffic flow and safety that couldn't be resolved with education, signage and rumble strips. The cost of additional construction and the inconvenience of the construction would be far more destructive to one of the greatest scenic highways in the nation. Please leave highway 12 alone!
- I think this road needs to be widened at least four feet on each side I think this would make for a better trip and a safer one it would just be nice to have this road rebuilt
- I think that you should clean up the road from here to Boulder... I think that you should put side railings along the road.

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- support keeping SR-12 pretty much the way it is with some minor improvements. Aesthetic treatments should be incorporated where ever possible, i.e. stone design barriers. Leave the Old Boulder Road as is...it is a historic wagon route and should be left as is.
- I guess I'm a minimalist, but I think maintaining the character of SR-12 means doing as little as possible to improve safety. Let's not turn it into a superhighway with a lot of straightening and widening. Do what you can to keep speeds down and traffic calm. I'm in favor of doing what is possible to accommodate bikes - I think this will tend to slow traffic. This is probably the best scenic by way in the State and I think that should be the primary focus of all of the decisions UDOT makes here.
- I don't think that there should be a stop light. I also don't think that there should be a pilot car.
- I don't like the idea of a stop light on there. I also don't like the escorting idea. I think that the main problem is that the road needs to be widened
- I do believe by widening the road, to 4 feet on each side, will make this road safer to travel but also less nerve wrecking.
- Get it done and encourage the use of bicycles in this area
- Don't change or add barriers to the hogback
- Design the road based on the speed established for that segment, don't sign 35mph on a road designed at 65mph.
- Dear Sirs/Madams, Please do nothing to upset or ruin this cherished road from its present state. Many times over the years, I've traveled for my summer vacation by car and by motorcycle from Vancouver British Columbia Canada over the 1900 miles it takes to get from my home to this lovely area of your beautiful state. I have camped, hiked and traversed as much of Southern Utah as possible within the three weeks I am allowed every year. Bryce Canyon, Coral Pink State park, Zion, Escalante staircase, the petrified woods, Moab and all the other many wonders I have not listed from the Southern Utah area is what I love to explore and experience, but without a doubt One of THE! highlights of my many trips there is to ride or drive SR-12 from end to end. I never miss the opportunity to experience this lovely road. The way it conforms to the canyons, rivers and mountains.... instead of the other way around is why it is a joy to experience. Please step back and reconsider what you are proposing to do to SR12, Do you want to make it into another straight boring interstate? without the ability to pull off and explore? There has to be a way to service this area without destroying one of its principal charms....being SR12 itself. I found out about the action you have proposed via a thread on a motorcycle touring website of over ten thousand members that I belong to. What you have proposed has dismayed all the many members who have ridden that route on a tour, not one of the responses is positive to the changes you have proposed. Is this the image that Utah now wants to project to the people that visit your state....a nuke and pave outlook, instead of the current one, that it tries to live in harmony with the natural surroundings instead of bulldozing over them. Please reconsider this proposal. Best regards, Eric Lemessurier Delta, BC. Canada

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- As you know, this IS one of America's most scenic drives. I don't support options which would increase speed or which would involve moving the existing road over to a new alignment. I think for the most part, the existing alignment could accommodate the things necessary to improve the road.
- Are there any proposals for restricting or eliminating the movement of livestock along SR-12?
- An EIS is required for your efforts to turn SR 12 into a larger tourism highway. Let us know when you finally realize to do an EIS.
- Again, the future use of this road must be recognized esp. for motorhomes and bicycles. This area will continue to grow and the need of these 2 extreme sizes must be addressed for safety sake. Thank you for all your time and energy. You are all much appreciated. Harriet Priska, secretary for Envision Escalante
- A by-pass of r Hwy.12 is really unrealistic. VERY costly. The bike are becoming more and more of a problem and it is only going to get worse. Pull-outs, maybe some more signage and facilities stating what people are looking at will only enhance their stay/visit to the area.

Comment Form

Do you have any comments in regards to the following:
Proposed additional right-of-way for a 200-foot corridor?

Proposed Calf Creek Bridge replacement?

Proposed roadway stabilization at failing barriers and/or embankments?

Proposed slow-vehicle turnouts?

Proposed intersection improvements?

Proposed roadway curve widening at narrow curve?

Proposed signage?

Do you have any other comments regarding the SR-12 Escalante to Boulder project?

Contact Information:

Name: _____

Mailing address:

Phone number: _____

Email address: _____

How did you hear about this meeting? _____

☐ Please check if you do not want to be added to our project mailing

If you'd like to mail in your comment form, please send
to:

Andrea Clayton
HW Lochner
310 E 4500 S Suite 600
Salt Lake City, UT 84107

*comments must be postmarked no later than
September 4th, 2009